

Style of a great submariner

LWTR MARK Gumbrell from HMS Dolphin admires sculptress Jill Tweed's memorial to Admiral of the Fleet Lord Fieldhouse of Gosport, unveiled by the Duke of Edinburgh in Falklands Gardens overlooking Portsmouth Harbour last month.

The calm smile beneath the tilted cap that were the trademarks of one of the most popular and respected officers in the Royal Navy have been captured in a fitting tribute to the Commander-in-Chief Fleet who directed the Falklands Task Force and went on to become the first submariner to reach the top as Chief of the Defence Staff.

Picture — PO(Phot) Jon Garthwaite.



BOTH YARDS STAY OPEN

THOUGH the government has confirmed that Devonport and Rosyth dockyards will be kept open, the crucial question of where the Trident submarines will be refitted remains unanswered for the time being.

Defence Secretary Malcolm Rifkind told the Commons he was concerned that the prices quoted in offers from Devonport Management Ltd and Babcock Thorn Ltd for developing facilities for nuclear refitting at their respective yards 'significantly understate the likely eventual cost of the work.'

"Before we can decide between them we need to be absolutely sure that we can be confident of the prices quoted. We are not yet in this position."

Rosyth initially quoted £267m to build new docks while Devonport offered to rebuild existing docks for £162m — and Rosyth then made a bid of £147m to convert old docks.

● Turn to page 3

Ships in a sharp burst of harmony

WHILE the hatred between the opposing factions in what used to be Yugoslavia continues to boil, off the Adriatic coast the patrolling western forces have been quick to reach "a cordial and professional understanding."

British, French and US group commanders met on board the carrier USS John F. Kennedy last month to lay down plans for cross training, beginning with exchange visits of officers and ratings.

The Royal Navy group led by HMS Ark Royal also has a well-established understanding with the Italian and NATO authorities ashore, with navigational exercises conducted over Italy by Sea King helicopters from the carrier.

As Navy News went to press she was visiting Trieste — her first port of call since leaving the UK in mid-January — while HMS Brilliant is scheduled to visit Venice.

The rest of the Royal Navy Task Group, deployed to offer support to British troops committed to the United Nations as humanitarian aid effort in Bosnia, comprises HMS Brazen, the RFAs Fort Grange, Fort Austin and Olwen and the aviation training ship RFA Argus.

Artillery

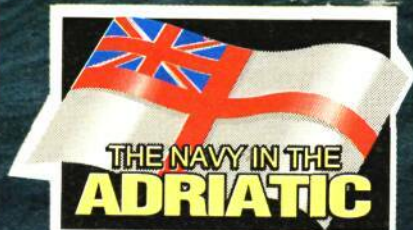
The Argus, normally used to train helicopter aircrew and deck personnel, now has her large flight deck and hangars filled with light artillery, locating equipment and UN-white painted transport.

Since leaving Britain the Task Group has been exercising intensively to test defences and damage control systems. Sea King helicopters have exercised the embarkation of gunners and practised with light guns and equipment as underslung loads.

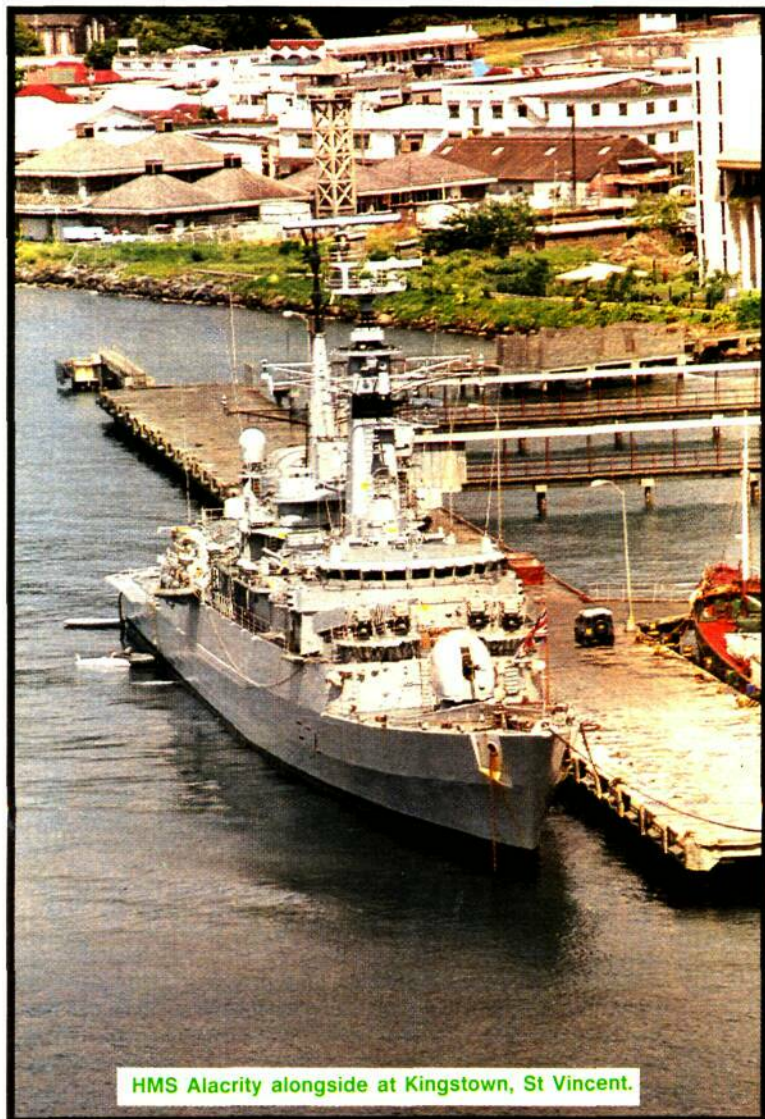
Meanwhile joining the Task Group is the Royal Netherlands Navy frigate HNLMS Abraham Crijnsen.

● Left — HMS Ark Royal in company with American task group ships USS John F. Kennedy and (furthest from camera) the assault carrier USS Guam (see also page 17).

Picture — LA(Phot) Richard Thompson.



Captain Bligh returns — 200 years on



HMS Alacrity alongside at Kingstown, St Vincent.

THE EAST Caribbean island of St Vincent was in celebratory mood when the frigate HMS Alacrity's visit coincided with the 200th anniversary of the arrival in the capital, Kingstown, of Captain Bligh in HMS Providence, bringing with him the breadfruit plants, which still flourish today on the island.

(Captain Bligh's better known deployment to the islands of the Pacific in HMS Bounty was undertaken to collect breadfruit plants and transfer them to the West Indies for large-scale cultivation).

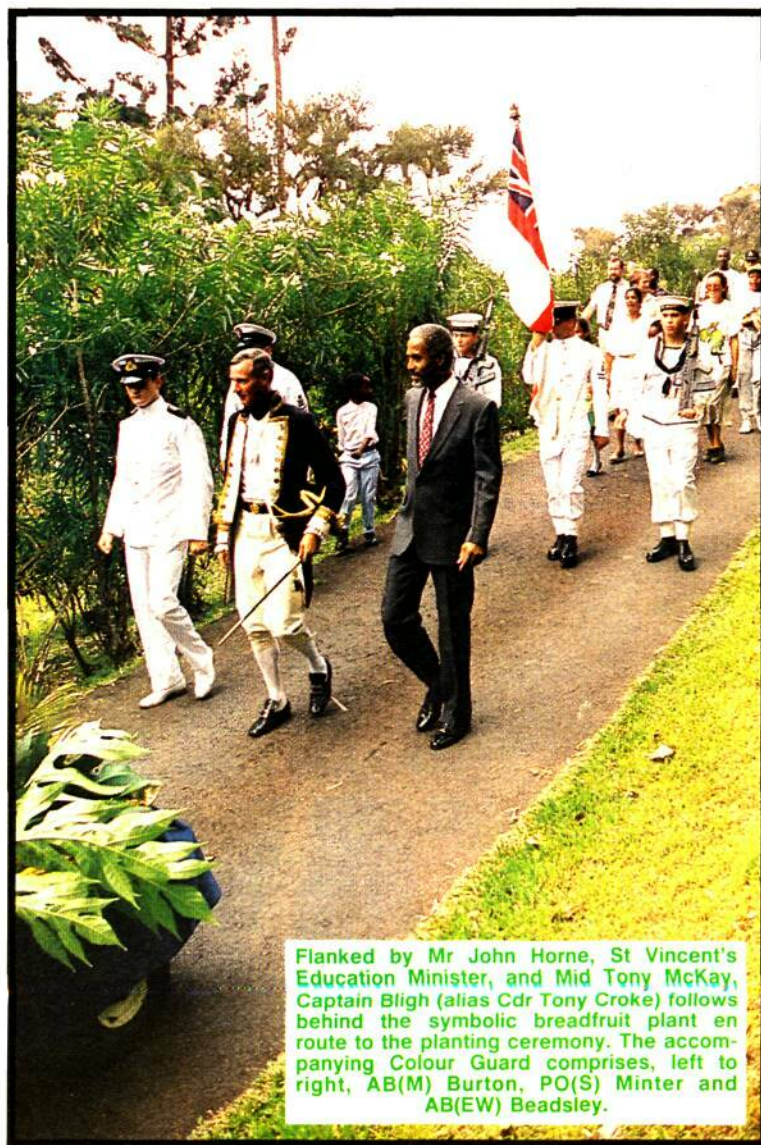
At a ceremony when a breadfruit plant was jointly planted by the Prime Minister of St Vincent, the Right Hon Mr James Mitchell, and the Commanding Officer of HMS Alacrity, Cdr. Tony Croke, the ship provided the Colour Guard to escort the symbolic plant to the site in the island's picturesque botanical gardens.

Following in the footsteps of Charles Laughton, Trevor Howard and Anthony Hopkins, Cdr. Croke played the part of Captain Bligh, resplendent in period dress uniform.

Officers and senior rates later attended a cocktail party given by the Governor-General, Sir David Jack.

Alacrity has been deployed as West Indies Guard Ship since November. She has participated in a series of exercises with the United States, Trinidad and Tobago, and St Vincent Coastguards, and made port-visits to a variety of places in the region, including Bermuda, Miami, Belize, Grand Cayman, Jamaica, Tortola, Trinidad and Puerto Rico. Christmas was spent in Tampa, Florida, with relatives and girlfriends taking the opportunity to fly out to some winter sun.

Opportunity has also been taken by the ship's company to carry out charity work, painting and renovating schools in Jamaica and St Vincent, while full sports programmes have been undertaken at various ports of call whenever possible.



Flanked by Mr John Horne, St Vincent's Education Minister, and Mid Tony McKay, Captain Bligh (alias Cdr Tony Croke) follows behind the symbolic breadfruit plant en route to the planting ceremony. The accompanying Colour Guard comprises, left to right, AB(M) Burton, PO(S) Minter and AB(EW) Beadsley.

Top-cat memories

Dogwatch at Tai-o

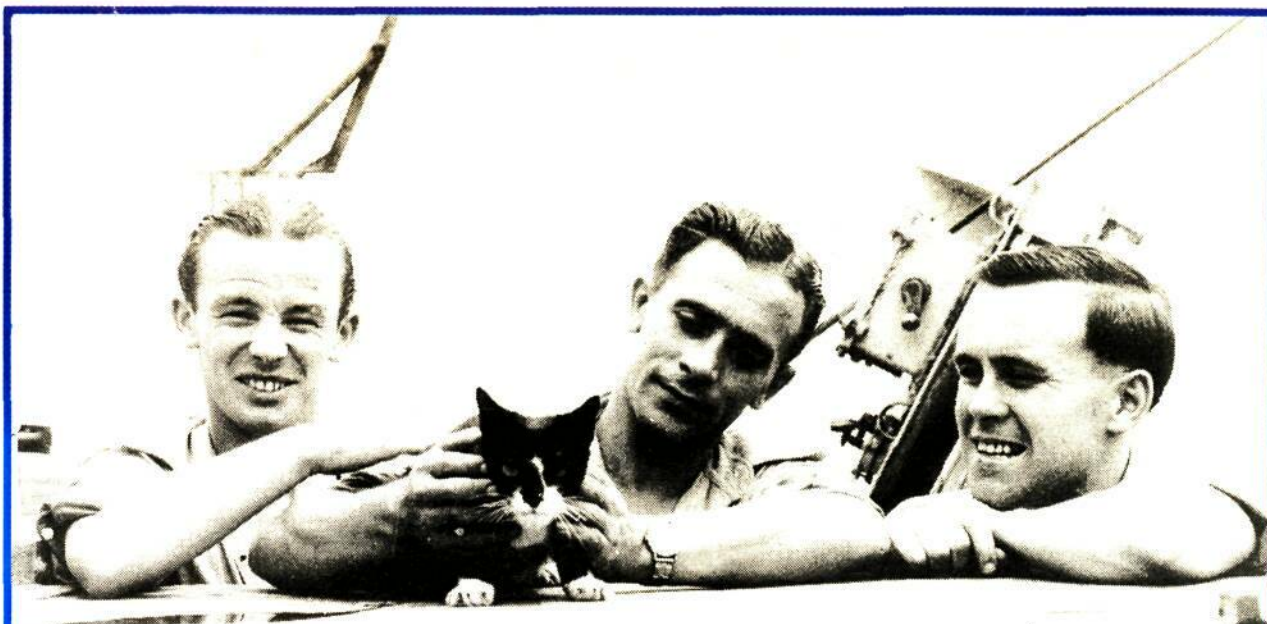
SNAKES alive! — but not for long, when ABs Black Dog and Sam are on watch.

At the Royal Navy's Coastal Watch Station at Tai-o, Hong Kong, snakes abound in the surrounding undergrowth and it's the task of the ship's dogs to control them, something they do with enthusiasm and devotion. Pictured below in patriotic pose are, left to right, LS(R) Sid Akamune-Miles, AB Black Dog, AB Sam and AB(R) Iain Block.

tion to duty.

Evidently there is something about the Navy's cats and dogs from Hong Kong which sets them apart from ordinary animals (see Simon the cat's story, right).

Photo: LA(Phot) Slinger Wood



Simon, onboard HMS Amethyst with three of his shipmates, in 1949.



"SIMON. Neuter Cat, (Died before award). Served on HMS Amethyst during the Yangtse Incident, disposing of many rats though wounded by shell blast. Throughout the incident his behaviour was of the highest order although the blast was capable of making a hole over a foot in diameter in a steel plate."

Thus reads the recommendation for the award of the Dickin Medal (regarded as the animal equivalent of the VC) by the People's Dispensary for Sick Animals, in 1949.

The medal, duly awarded to Simon, is to be included in a forthcoming sale of orders, decorations and campaign medals at the London auction house of Christies on May 11, where it is expected to fetch several thousand pounds.

Born in 1946 on Stonecutters Island in Hong Kong, Simon was destined to lead a short but full life when, aged just two years, he joined the crew of the frigate HMS Amethyst.

During the Yangtse River Incident when Amethyst made her historic dash down the Yangtse River, Simon had his coat singed

when the Captain's cabin, his normal resting place, was set ablaze during intense shelling by Communist Chinese artillery, attempting to prevent the British frigate reaching the open sea. But, after licking his wounds, the ship's cat resumed his duties; the prime one being to catch rats, which, disturbed by the enemy action, were not leaving the ship but were coming out of their usual hiding places and causing havoc amongst the valuable supplies of food aboard.

His average catch was reportedly one rat per day during the action and thereafter, until the ship finally returned safely to Devonport. Sadly, after all his brave work, Simon died unceremoniously and quietly whilst in quarantine, but he will long be remembered as the only cat ever to be awarded the Dickin Medal.

Three die in Norway whiteout

THE Royal Marines annual winter deployment to Norway has been marred by the tragic deaths of three members of the same company last month.

All appeared to have died from asphyxiation though the two incidents that led to the deaths were otherwise unrelated.

WO Andrew Forret, the Sergeant Major of Z Coy, 45 Cdo, was found dead sitting in the cab of a BV 202 oversnow vehicle in which he had been waiting for the return of a patrol group, overdue in atrocious weather.

A later search and rescue operation found them safe and well in their tents having carried out the correct drill of staying put and using their emergency fuel and rations.

Cooker

Tragedy struck again on 45 Cdo's final exercise when three men sheltering in a tent during a white out were found unconscious. They were casevaced to hospital at Gjørvik in a 3 Cdo Bde Lynx helicopter where one was revived but the other two, Marines William Reed and Philip Yates, were found to be dead on arrival.

The men's cooker is expected to provide crucial evidence at the Board of Enquiry.

Weather during the deployment has been particularly unpredictable this year, with temperatures ranging from -30 to 10°C, often with high winds.

IN BRIEF

Arethusa remembered

THE Queen Mother attended the 50th anniversary Thanksgiving Service for Shaftesbury Homes and Arethusa at St Giles-in-the-Fields, attended by men and women brought up in the schools and men trained to a career at sea in the famous training ship.

□ □ □

Half the space for the 25th Oceanology International Exhibition at Brighton in March next year has already been booked, say the organisers, who charge no fees to either visitors or delegates.

□ □ □

The Royal Naval Amateur Radio Society's annual mobile rally will be held at HMS Collingwood, Fareham on June 13. Tel. 0703 557469 for details.

□ □ □

Relatives of those who died in the accidental loss of HM Submarines Vandal and Untamed in the Clyde in 1943 are invited to a service of remembrance at Dunoon on May 8-9. Tel. 0506 852449 for details.

□ □ □

Plastic waste on board HM Ships which cannot be discharged at sea, will soon be reduced to a 40th of its original volume to ease storage by means of a processing machine ordered from Strachan and Henshaw of Bristol.

□ □ □

Following a highly successful visit to Simonstown Naval Base as guests of the South African Navy by a group of RN veterans, a second trip is being organised next month through Africa Now, tel. 0228 560446 for details.

□ □ □

HMS Beaver played host to 1,000 children from Beaver Scout groups across the south when the Type 22 frigate, which now has 107,000 "honorary members", visited Portsmouth.



Rests running at a loss

ROYAL Sailors Rests operated at a £71,000 loss in 1991/92 and has appealed for covenants to help raise the £100,000 a year it needs to run its centres at the naval ports.

HMS Graham closure plan

HMS Graham, the RNR sea training centre at Glasgow, may close on October 1.

In a written answer to a question in the House of Commons Armed Forces Minister Archie Hamilton said the proposed shutdown, which is subject to consultation with trades unions, would save £150,000 a year.

HMS Dovey would then transfer to the RNR headquarters unit HMS Dalriada at Greenock, from where RNR volunteers from the west coast of Scotland would receive their sea training.

Over 80,000 visits were recorded by Navy personnel and their families and the society says the deficit is partly due to its new commitment at Faslane and to maintenance.

"Donations provide only a small fraction (7 per cent) of the overall income and this is the Achilles heel of the society's financing," says the RSR's annual report.

"Income from investments by contrast provides almost 60 per cent. We are heavily over-dependent on the fruits of past generosity and while deeply grateful for this are hostages to the vagaries of the Stock Market."

The Trustees have now appointed a fundraising consultant.

A star is gone

SEEN here entering her adopted city of Portsmouth for a final visit last month, HMS Sirius then left to pay off at her home port of Devonport.

The 27-year-old Leander Class frigate was one of the first ships to be fitted with Towed Array Sonar.

In 1970 she was awarded the Wilkinson Sword of Peace after she rescued nearly 100 survivors of the Kitts ferry disaster.

She was one of the last warships to be built in Portsmouth Dockyard, where she was launched in 1964.

TURBULENT FIRE — TWO COMMENDED

TWO submariners have received the Queen's Commendation for Brave Conduct for their part in fighting an electrical fire in HMS Turbulent last April.

Lieut.-Cdr. Kevin Podger was in the forefront of the effort to fight the blaze, which broke out when the nuclear-powered Fleet submarine was alongside at Devonport.

Working in dense smoke and intense heat, he refused to be relieved even after the fire was out, until he was sure the incident was over and all his subordinates were safe.

POMA Christian Checkley, who was working above the switchboard room, twice removed his emergency breathing mask to assist others — on the second occasion saving the life of the Marine Artificer of the Watch who had fallen and become stuck in an escape hatch.

Both men acted in total disregard for their own safety in potentially lethal conditions, say their citations.

Sight shot

CPL Tony Murray of the Royal Marines School of Music at Deal won first prize in the amateur Royal Navy/VSEL photographic competition with this starkly contrasted study of Recruit Justin Young undergoing training at Lympstone. See also page 29.

YARDS STAY OPEN

● From page one

"We shall be scrutinising these offers, and studying other related matters further before coming to a final decision, which we hope to do as soon as possible," said Mr Riskind.

"The Royal Navy will have a continuing and substantial programme of refit work for its surface fleet of frigates, destroyers, carriers, mine counter-measures vessels and other ships, as well as its submarine fleet.

Competition

"Although the private shipbuilders can and will continue to do some refit work, they of themselves cannot ensure effective competition. It is through competition that refit prices will provide the best value to the Royal Navy and protect the taxpayer.

"The scope and nature of nuclear refitting work are such that it must be allocated to one dockyard. However, for reasons of competition in other work... we plan to continue with two royal dockyards."

● Babcock Thorn announced at the end of last month that they would be cutting 550 jobs from the Rosyth workforce of 4,100 "to improve the dockyard's competitive position".

LAST TRIDENT KEEL LAID

THE keel to the fourth, final — and as yet unnamed — Trident submarine was laid at Vickers' Barrow-in-Furness last month by Defence Procurement Minister Jonathan Aitken.

The ceremony took place just after the return to Barrow of the first boat, HMS Vanguard, on completion of her contractor's sea trials.

"We may be living in a very different world now from the world we faced in 1980 when the Government first announced its intention to proceed with the Trident programme," he said.

"But as we consider events in Iraq and Bosnia it would be very difficult to conclude that it is a safer world — indeed, as weapons of mass destruction proliferate and fall into the hands of aggressive and irresponsible powers, the case for strength and caution in our own defence policies remains paramount.

"Trident will provide the ultimate guarantee of our security well into the next century and will thus be a key element of the nation's future defence."

HMS Vanguard is due to enter operational service towards the end of next year or early in 1995.

● Responding to a question in the House of Commons, Mr Aitken denied that there were any current plans to sell any of the four Upholder Class submarines as was rumoured early last month.



Volunteers for Warfare

Branch training

THE way ahead for the Warfare Branch is being clarified and the first batch of cross training starts this September. The initial aim is to cross train the junior rates of submariners in build and refit, starting with Victorious, Trafalgar and Sovereign. Once this has been completed we will need plenty of volunteers to cover the "spare crew" requirement. As there are going to be fewer recruits joining the SM Service for the next few years, now is the time to cross train. We will be drafting to cross training courses in 1993.

All Electrical and Ops Branch JRs that are likely to be ashore can volunteer for courses via a C240.

Drafty ... on Submariners

ADQUALS

HAVE you got an old ADQUAL that does not appear on your Draft Order? Let Drafty know, it could help you when you leave the service (some can count towards HNC etc). Use Form C234 'Equipment or ADP Experience Return.' This will help your DO to help us. Don't forget all those sailing and other adventure training courses you have done either. If we don't know about it, we will not consider you for a job that needs the ADQUAL.

SCHEMES OF COMPLEMENTS

AS there is an increasing reliance being placed upon Schemes of Complements, we thought it would be a good idea this month to try and provide a simple guide to their interpretation. The guide below is not exhaustive but is an attempt to show the more commonly used abbreviations in submarine schemes.

However, here are a few very basic rules about Schemes of Complements:

- If it's not on the SOC Drafty will not try to provide it.
- Drafty does not alter/amend or produce SOC.
- DNMP is the controlling authority, you should apply to them for any changes via your admin authority.
- If you do not try to get your SOC correct no one else will.

Budgets for PVRTs

IN these days of worrying about who pays for each man, who pays for a man on PVRT? If you ask on a C240 for those men entitled to PVRTs, we will draft them for up to one month into a PQ Number that you don't pay for! It all helps the budget to balance.

Going, going . . . gone!

JUST a reminder that in accordance with FTM 341/92 if you are due to leave the Service on Notice of Redundancy, and wish to go early, get your DO to contact us. If you have a job to go to and can be spared without relief it will generally be easy to get approval to go very, very early.



"They could've waited 'til we got alongside!"

LINE NO	RANK/RATING	SPEC	SUBSPEC SQ	LIST	ADQUALS	PQ NO	ROLE	NO REQ	JOB/REMARKS	BILLET TYPE/PRI	UIN/ MISC
2485	LME(L) LMEA LMEA		ML EL		GE11 ME31	281	B	1	(NUC 45) TRAINEE NEPO	TR 1	N5794B TO 30
	Defines each job Rarely changes with amendments		For officers GL, SL, SD		Computer generated No shown on draft order. Changes each time line amended May cover more than one line		B normal running C special fit E run down N end of disposal R refit Z building			N normal active billet TR training SEB submarine essential FTCR or SB may be filled by man on Extended service	
		For officers only	Officers Subspec or Ratings SQ		Drafting will try to ensure man has these ADQUALS before he is drafted to a sea billet				Job description in plain language	0052 — for refit/build only. Number of weeks before acceptance/completion that man is due to join	TO 30 — Turn over of 30 days UIN shows which budget pays
	Minimum rank/rate to fill post. First line counts as Requirement, rest printed in computer code order, not order of preference							How many authorised		For use in TTW to denote priority	
50511	LS (SSM) PO (SSM)				OG525PVV OG528PVV	285	R	1	(SYS 6) ASSISTANT CONTROLLER — IF PO TO HAVE ADQUAL OG528PVV. SEE LINE 50700.	0052 2	NO192A



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| <input type="checkbox"/> 2 doz Red Roses £24.65 | <input type="checkbox"/> 20 Freesias £13.30 |
| <input type="checkbox"/> 1 doz Mixed Roses £15.90 | <input type="checkbox"/> 40 Freesias £18.90 |
| <input type="checkbox"/> 10 Pink Carnations £12.20 | <input type="checkbox"/> De Luxe Mixture £21.90 |

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Technical Drafting Officer	— Lieut.-Cdr. T. G. Casey	Ext 2042
Non-technical Drafting Officer	— Lieut.-Cdr. C. R. Charter	Ext 2043
Officer Manager/ Coxswain Drafting	— CRS(SM) D. L. Bookham	Ext 2616
ME Senior Rates	— POWRENWTR Y. Giddy	Ext 2518
ME Junior Rates	— LWTR P. Viney	Ext 2518
WE Senior Rates	— POWTR C. D. Evenden	Ext 2519
WE Junior Rates	— LWRENWTR Y. Friend	Ext 2519
Sonar and TS	— POWRENWTR V. Ewart	Ext 2517
Comms, S & S Medical	— POWTR A. Wylie	Ext 2041
Course Booking	— POMEM F. Downey	Ext 2339

Northern exposure or go West

THE last Submarines to run from HMS Dolphin go to disposal in mid 1993. This means there are no options for a seagoing submarine draft in Portsmouth. The next batch of Drafting Preference Cards will not give you the option of asking for a boat running from Portsmouth but the old forms will be around for many years (we are still getting the odd 1976 variant!).

Your seagoing submarine preferences are now only Faslane or Devonport. Our advice to the Portsmouth natives has to be — look at moving to Faslane if you want sea and shore jobs in the same area. There are always too many volunteers for the few shore jobs in Devonport. We currently manage to get 94% of you in your first IPRE area and this is unlikely to change significantly.



Ships of the Royal Navy No. 448



A memento salvaged of the USS Philip

AN 80-GUN First Rate, the first HMS Lancaster was built in Bursledon in 1694. Her war service included action in the War of the Spanish Succession.

The second HMS Lancaster was built using much of the previous one; a money saving way of obtaining a larger ship. She was launched in Portsmouth in 1722 and spent the next 11 years in reserve. Having recommissioned in 1733, she served in home waters.

Some of this ship was in turn used for the third HMS Lancaster, a 66-gun Third Rate launched at Woolwich in 1749. She was not commissioned until 1755. Third ship in the line at the Battle of Minorca the following year, she was heavily damaged but suffered only 15 casualties.

Following repairs, she joined the blockade of the French Atlantic ports and in 1757, in company with HMS Dunkirk, she captured a number of ships.

In 1758 the Lancaster took part in the successful expedition to Louisbourg, Canada, and the following year was despatched to assist in the capture of Guadeloupe. She was scrapped in 1773.

Fleet action

A third rate of 64 guns, the fourth HMS Lancaster joined the Fleet in 1797. She took part in the Battle of Camperdown, the last major fleet action against the Dutch Navy. She also took part in the capture of Montevideo.

A very powerful fourth rate, the fifth Lancaster was never to see active duty. She was succeeded in the name nearly a century later by an armoured cruiser, with 14 six-inch guns, completed in 1904. She escorted transatlantic troop convoys during the First World War, later transferring to the Pacific Station.

The seventh ship of the name, commissioned in 1940, had been launched for the United States Navy in 1918 as the 1100 ton destroyer USS Philip. She came as part of the "destroyers for bases" agreement with America.

She escorted minelaying operations between the UK, the Faroes and Iceland throughout 1941 and '42, diverting to the Atlantic and North Russian Convoy duties when she could be spared.

After a refit and further duty with the minelaying force, the Lancaster — and the 17th Destroyer Division to which she belonged — transferred to Rosyth to join the local Escort Force. For the next 15 months she plied between the Forth and the Thames escorting east coast convoys.

Her final employment was as a Fleet Air Arm target ship, being subjected to dummy torpedo and dive bombing attacks in the Moray Firth as the new squadrons worked up.

The silver star from the USS Philip's funnel badge has pride of place in the badge of the present HMS Lancaster.

Battle honours

Louisburg 1758

Camperdown 1797

Atlantic 1941

Arctic 1942

North Sea 1943-45



Facts & figures

Displacement: 4,000 tonnes. Length: 133 metres. Beam: 16m. Draught: 7m. Speed: 28 knots; 15 on diesel-electric. Range: 7,800 miles at 15 knots. Structure: Incorporates stealth technology to minimise acoustics, radar and infra red signatures. Vertical surfaces sloped 7 degrees, edges rounded, infra red emissions reduced and a hull bubble system included to reduce radiated noise. Aircraft: 2 Westland Lynx helicopters (1 EH101 Merlin later).

LANCASTER — HER MAJESTY'S SHIP

SPONSORED by the Queen (the Duke of Lancaster is one of her titles), HMS Lancaster was built by Yarrow Shipbuilders Ltd on the Clyde and launched by Her Majesty on May 24 1990. A Type 23 Duke class frigate, she was accepted into Royal Navy service in November 1991.

The Lancaster's weapons system, sensors, main machinery control systems and electrical distribution systems — together with her catering accounts and pay and personnel records — are fully computerised. This allows leaner manning, but to operate, maintain and repair the complex on-board equipment calls for a high level of professional knowledge.

Every member of the ship's company — which comprises the captain, 17 officers, 57 senior ratings and 111 junior ratings has a vital role to play.

HMS Lancaster's operations department uses some of the most modern sensors and weapon systems in the Royal Navy.

Armament

The ship is armed with vertical launch Seawolf missiles for close-range air defence, surface-to-surface, sea-skimming Harpoon missiles to attack over-the-horizon targets, the 4.5" Mark 8 gun for medium-range surface and naval gunnery support engagements, 30mm guns for point defence and MTLs, a close-range anti-submarine torpedo weaponry system which uses the Stingray torpedo.

Information from all sensors is displayed in the Operations Room and Sound Room. The Lancaster's sensors comprise Radar 996 (a long-range, three-dimensional surveillance radar), Radar 1007 (high-definition for navigation), Radar 1010/1011 (target identification system), Sonar 2050 (an omni-directional, medium range, hull-mounted active sonar), Sonar 2031 (a long range, passive towed array sonar), UAF electronic warfare system (a passive surveillance system able to monitor hostile and friendly radar emissions) and GPEOD (a General-Purpose Electro-Optical Director providing target data for the 4.5" gun).

The ship's propulsion machinery comprises two sets of Rolls Royce Spey gas turbines

and GEC electric propulsion motors, each set driving a shaft and a fixed pitch propeller. Quiet, low speed running is derived by the propulsion motors alone, which are powered through any combination of four Paxman diesel generating sets. Sprint speeds in excess of 28 knots are obtained by clutching in the two Spey Gas Turbines through a GEC gearbox.

The four generators supply power to large equipment like the complex weapons systems and for smaller items, such as domestic lighting. All fresh water onboard is derived from sea water using a reverse osmosis method.

Living conditions onboard are good. Senior rates live in four- or six-berth cabins with separate messes, while junior rates live in spacious mess-decks, each of which has its own recreation area with television.

Logistic support, administration and hotel services in the ship are the responsibility of the supply and secretariat department. The Stores Accountants look after six major storerooms which contain a range of over 19,000 items valued together at more than £1m.

Stockholding

The majority of these spares are vital to support the essential maintenance of the Lancaster's weapon, propulsion and ancillary systems. The OASIS computer system on board maintains lists of stockholdings and their stowage locations, among other functions.

Food stores are also overseen by computer. All cooking is carried out in a single galley, from which the food is served to two dining halls or transferred to the wardroom.

Following her Operational Date Material Assessment in February, the Lancaster is scheduled for an Assisted Maintenance Period in Devonport. During the spring she will return to Portland for Basic Operational Sea Training.

In the months ahead HMS Lancaster will be involved in NATO and national maritime

exercises. Two highlights of the summer will be visits to Den Helder for Dutch Navy Days

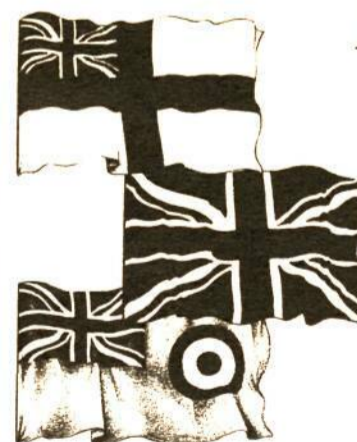
and to the City of Lancaster. There, in July, the ship will be granted Freedom of the city.

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £6.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

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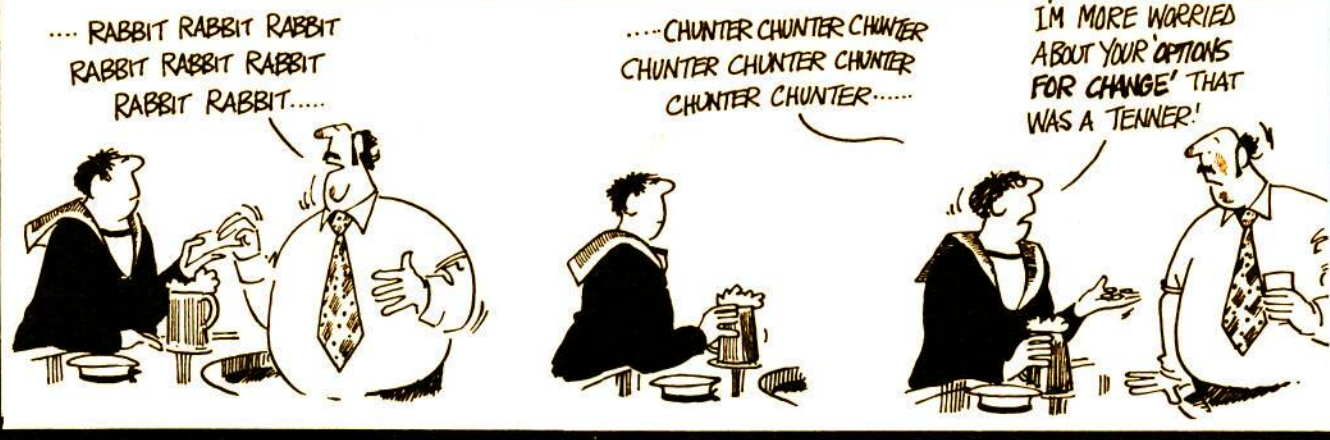
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JACK

BY TUGS



Why is kit no longer up to standard?

WHILE accepting the loss of Kit Upkeep Allowance (KUA) and applauding the introduction of a "One for One" system, I feel I must air a grievance that I am sure is shared by many matelots.

When I became a Senior Rate fifteen years ago I, like many others, allotted £10 per month to my naval tailor. This was far in excess of the KUA I received.

Use of a naval tailor has been fully acceptable to the Royal Navy, especially in times of kit shortages within the Service.

I am now experiencing great difficulty in exchanging this kit as it becomes unserviceable. The clothing store refuses to

accept my previously acceptable, civilian bought, Service pattern items as they are not actual Service issue. This means I now have to repurchase uniform items at great personal expense.

Have any other readers experienced this situation and how was it resolved? — CPOMA(O) S. H. Butterfield, RNH, Plymouth.

In response, Cdr. D. Hobbs, from DGNPS, writes that there is no reason why uniform kit bought from a naval tailor should not be exchanged under the "One-for-One" exchange scheme.

Many ratings have been doing just that since April 1992 and his appears to have been a very isolated case. The larger Slops at HMS Nelson and HMS Drake regularly exchange such items.

If the problem still persists he should see his Divisional Officer or contact his Deputy Supply Officer.

Faulty by design

IN YOUR leader column (Feb.) you may well have deigned not to comment on design points of the new headquarters building for the Second Sea Lord/CINCPAC-HOME, but I, for one, gained the impression that a nerve had been touched.

Your correspondent has done no more than exercise "the seaman's eye."

Should his observations prove correct, then those responsible for submitting and approving the design may be justifiably accused of "spoiling the ship for a ha'porth of tar" — as some seafarers might say. Lieut.-Cdr. W. Diggle, Callington, Cornwall.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

NN

Letters

NN

Murray mystery

CAN any of your readers help to solve a mystery concerning the Type 14 frigate HMS Murray, on which I was serving in 1958?

We did most of our running from Portland, but on one occasion in the summer of that year we docked at Portsmouth on a Saturday, had Captain (D)'s inspection on the Sunday morning and immediately put to sea again.

Being a native I was given Saturday night leave, but that was all. It was while walking through the dockyard to the Murray on Sunday morning that I wrote my well-known song "Sally Free and Easy".

Wishing to celebrate its 30th birthday in 1988 I approached the relevant authorities in order to fix the exact date.

To my amazement they flatly denied Murray had ever visited Portsmouth during the dates I was serving in the ship.

A visit to the Public Records Office to examine the Murray's log served only to confirm what they said. Nowhere that year was a visit to Portsmouth recorded.

Now "Sally Free and Easy's" 35th birthday is imminent, and I intend to have another go.

The records are wrong, that is obvious — I didn't imagine a night at home with Mum and Dad.

A quartermaster or somebody automatically entered "at Portland", instead of "at Portsmouth" in the log, but how do you prove it? — C. Tawney, Leeds, Yorks.

Spanner in the works

FURTHER to reports in the national press and correspondence in Navy News that, for hygiene reasons, Carley float paddles are no longer to be used to stir Christmas puddings, can you confirm that engine room middle watch "kai" is no longer stirred using a wheelspanner? K. Jordan, Great Barr, Birmingham.

Alas, they don't even have the "kai" to stir anymore. — Ed.

Man cannot live by chips alone

I AM a watchkeeper who lives on board in the Senior Rates Mess and pay full food and accommodation charges. As a vegetarian preferential treatment is not what I seek, but I would have thought a choice or two of vegetarian-type dishes each mealtime would not be considered a too taxing, demanding or unreasonable workload for the Catering Staff.

I would even go as far as to say that these dishes would be welcomed by fellow diners.

Presently the vegetarian meals provided are wholly inadequate and unacceptable and I am constantly having to spend extra money each month on food bills to sustain myself.

The straw that finally broke

the camel's back came during a 14 day period when my total food intake in the Mess was three plates of chips — at an average cost of £15.64 a plate.

Although I am not advocating such a move, the call for "Pay As You Dine" is getting louder...

At the request of Catering Staff, I have painstakingly submitted choices of menus that would not only satisfy vegetarians but also everyday diners, and I have given 24 hours' notice of when I will be dining — but my efforts have been treated with disdain and indifference.

Whenever I visit the galley I am confronted with the choice of salad, omelette or chips.

There is an abundance of vegetarian meals out there. It is high time that the Catering Staff updated and supported their fellow dark blues. — POWREN (RS) K. Williams, HMS Warrior.

Who served at Abergele?

I WONDER if anyone could throw any light on the Naval history of Llandulas Hall, at Llandulas near Abergele? It is alleged to have been a cadet or officers training school during the last century and early part of this one.

The names on the wall do indicate a Naval interest such as where cadets were educated, ie, Winchester, Uxbridge, Rossall and so on, and one in particular admitted to the Royal Navy by competition. The dates go back as far as 1860. — B. O'Connor, Widnes, Cheshire.

Simple pig ignorance

AFTER the horrific 18 hours attack on Bougie in which HMS Tynwald was sunk (50 Years On, November), there was a bit of light relief for me after offloading troops from the Dutch ship Marnix Van St Aldergone

On returning to the harbour we saw two French ships that had been blown over on their sides by the bomb.

Coming in close to one of them we heard this terrible screaming from down the bowels of the ship.

With thoughts of being heroes, rescuing damsels in distress, Sto Beattie, AB Harrison and myself scrambled aboard and worked our way down into the ship, guided by the screams, but as we got closer the screams became squeals — you can imagine how we felt when we confronted by three large pigs.

In our ignorance we did not know that some French ships carried pigs down below to eat up the gash. — J. Derrick, Victoria, Australia.

Banking on Armistice Day

THE Government are discussing a consultative document regarding the moving of the May Day holiday to a suitable date later in the year.

I respectfully request that consideration be given to Armistice Day, November 11.

France and Belgium observe this date as both Remembrance Day and Armistice Day. It is also declared a national holiday.

This date will honour our fallen in past conflicts, who were in the Armed Forces and civilian service, and it will not centre specifically on any date of victory or battle. — J. P. Wells, Life member Burma Star Association, Barry, South Wales.

Axeman on Exodus

FOLLOWING the articles in your Sept. and Nov. issues on the capture of the Exodus, I have a few comments to add as at that time I was serving as a young lieutenant in HMS Charity. She was one of the four destroyers which took part in the boarding.

The "President Warfield" was well prepared in advance to resist boarders with barbed wire strung along her main deck, together with steam pipes. The height of this deck was above our bridge and we were obliged to construct from scaffolding rods special boarding ramps abreast of "B" gun.

Once boarding attempts were commenced at dusk the Warfield put her wheel hard over and turned in tight circles at 13 knots. Thus boarding attempts were very hazardous and called for a high degree of seamanship on the part of ship's captains and considerable nerve on the part of boarding parties.

Out of our boarding party of 30 only four managed to get onboard — indeed as I recall between the four destroyers

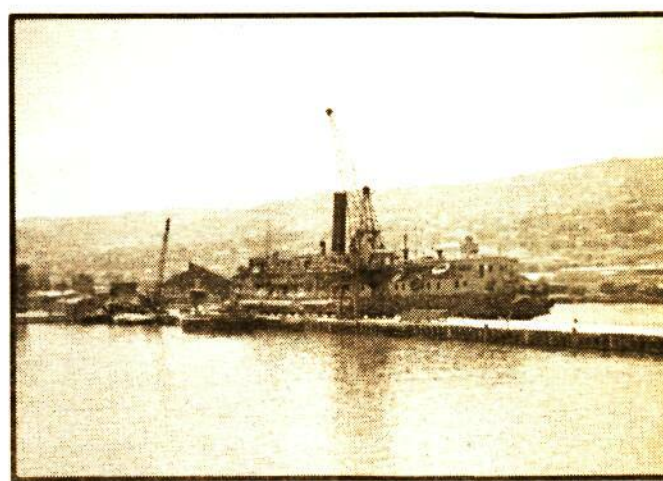
only 30 men managed to board and fight their way to the Warfield's bridge with their clubs. Meanwhile all we could do was to throw tear gas grenades into the ship.

During this time, as I recall, only one shot was fired at an immigrant who was about to behead a member of the boarding team with axe.

As we came alongside all sorts of heavy objects were thrown at us and one of the Warfield's lifeboats was dropped on our forecastle where I was standing at the time.

Our ship was badly gashed down the starboard side which caused some flooding and after the action we had to return to Malta for extensive repairs in drydock.

In the two years we were on patrol off Palestine we arrest-



● Above: "President Warfield" (Exodus) alongside in Haifa, after her capture in July 1947.

ed eleven illegal immigrant vessels but the President Warfield was by far the most difficult.

It was a night I shall not forget, and the boarding officer in command was subsequently awarded the DSC. — N. C. D. Lawton, Lt.-Cdr. RN (ret'd.), Natal, South Africa.

NN Navy News

No. 464 39th year

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Pining for lonesome places



SHENANDOAH Shuffle was more than the gentle stroll the exercise name implies — 120 miles along the crest of the Blue Ridge Mountains of Virginia in nine days, carrying 50lbs packs and with night temperatures falling to -30F had the constant reward of breathtaking scenery, though.

Admiring the view of the National Park are three of the Navy team of ten officers from HMS Sultan who took to the Appalachian Trail (left to right), Lieuts. Adrian Coulthard, Andy Holland and Sarah Marston.

Naafi cuts interest rate

From last month new Naafi account customers benefit from a 4.1 per cent reduction in the credit purchase scheme.

The cut in interest to 23.4 per cent means the monthly repayment for goods costing £220 (less ten per cent deposit of £22) is reduced from £22.17 to £21.78.

Further information from Credit Purchase Scheme leaflets in Naafi shops.

Home and dry — home and away

BIGGER benefits and smaller premiums — that's the happy result of a complete review the Home and Dry insurance policy first set up for all Royal Naval and Royal Marines Regular, Reserve and ex-Service Personnel in 1980.

Underwritten by Norwich Union and arranged by Christopher Paul Insurance Services, a division of Bain Clarkson Ltd, the package applies whether you are single or married, living in self-contained or shared cabin accommodation, or a home owner living in married quarters or your own house.

It covers not only the civilian contingency risks of household

thefts, fire damage, burst pipes and so on — but also loss of kit aboard ship or ashore. While other policies provide worldwide cover on a limited basis, Home and Dry covers your effects aboard ship anywhere in the world, plus up to 60 days when you are on leave ashore in a foreign port.

Add to this the fact that the policy is new for old and includes a fair helping of free insurance — as for loss of oil or metered water (£750) and fridge freezer cover (£300); a 24 hour helpline; £5,000 fatal injury benefit if death occurs to you or your spouse by fire, explosion or thieves in the home; cover for acts of terrorism; and a personal liability cover of £1m and the package looks to be still more tailor made for Naval needs.

There is a provision for losses or damage in married quarters — including re-decoration costs in the event of fire, for example — and although the main prospectus is for homeowners and tenants there is a separate proposal for single sailors and marines who only require kit insurance — a minimum of £2,000 for £30 a year.

Compared with policies offered by two leading home contents insurers — which do not in any case offer the additional benefits geared to the sailors' and marines' needs — Home & Dry offers savings of between £30-114 or more, depending on your location in the UK.

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- Temporary issue Naval supplies up to £1,000 for 180 days

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For Royal Navy and Royal Marine Personnel who are home owners or who rent property, the premium varies according to your postcode through the UK. Our rates start for new for old cover from as low as 27p per £100 sum insured and if you include accidental damage they are 47p per £100 with all low risk and minimum risk areas having an All Risks unspecified and specified premium rate of £1.20 per £100 cover. Using the example of £15,000 Contents Cover and £4,000 Unspecified All Risks Insurance under postcode PO7 in Portsmouth, Home & Dry will show up to a £65 saving against other leading Household Civilian Policies and up to £74 if you include accidental damage cover. The same quotation applies to for example Plymouth PL6 and many other postcodes.

We also have a Kit Insurance plan available to Naval and Royal Marine Personnel who are not home owners, where the minimum premium on the policy is £30 per annum and provides new for old cover at a rate of £1.50 per £100. However, we must emphasise that you must insure for the replacement value of your possessions in order for a new for old settlement to be agreed.

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● Above: Lieut. Callum Cowx, HMS London's Guard Officer, escorts Commodore Ama Alam, of the Bangladesh Navy, while he inspects the ship's Honour Guard.

● Below: HMS London leads units of the Bangladesh Navy after sailing from Chittagong.



● BNS Abu Bakr (ex-HMS Lynx) during exercises with HMS London.

London's visit is full of eastern promise

BUILDING upon the goodwill generated by RN aid after the devastating cyclone of 1991, HMS London made a highly successful goodwill visit to Chittagong, in Bangladesh.

Under the command of Capt. Tim McClement, the ship called in at Chittagong en

route to the Gulf after a maintenance period. This was his first port visit with the London, having assumed command while the ship was alongside in Singapore.

Her visit to the port was very nearly cancelled at the last minute due to civil unrest in the city. However, by the time she had arrived the situation was under control and the visit went ahead as planned.

A visit to a Christian leper hospital was also arranged which prompted the donation of money to help buy much-needed medical equipment.

On sailing, HMS London conducted gunnery and manoeuvring exercises with six BN ships, which included four Chinese-supplied patrol boats. The exercise, under the command of the Commodore of the Bangladesh Navy, embarked in BNS Abu Bakr,

was the first-ever to be carried out between the two navies.

Those who served in HMS Lynx will be interested to hear that the ship is little changed. However HMS London's PWO(C) Lieut. Bob Hall, who spent 25 hours on board Abu Bakr during the exercise, was very surprised to be served curry for breakfast! HMS London can also report that the ex-HM ships Jaguar and Llandaff are also being kept in very good condition by their new owners and are expected to remain in service until the end of the century.

the ARCTIC CONVOYS



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Official visits

After berthing in the commercial port HMS London's ship's company was soon involved in a hectic round of official duties. Around 450 people, including Bangladesh military personnel and local Scouts, took the opportunity to visit the ship throughout the three-day visit.

The Bangladesh Navy proved to be equally generous hosts, entertaining 50 of HMS London's ship's company to lunch at the naval base and the ship's officers to a reception on board BNS Abu Bakr (ex-HMS Lynx, pictured above). Although leave could not be granted in view of the disturbances ashore, tours were arranged for the sailors to see several local attrac-

AS American and coalition forces were once again going into action against Saddam Hussein at the beginning of the year, the ships of Group Four were preparing to counter any Iraqi strikes against naval units in the Northern Persian Gulf.

After completing her visit to Bangladesh HMS London returned to the Gulf, cancelling a planned visit to Colombo, Sri Lanka, and a call at Muscat.

Fortunately by the time she met up with HMS Nottingham and RFA Brambleleaf the threat of a retaliatory strike was significantly reduced. However, the attack on Iraq gave the ships of Group Four the opportunity to work together as a Task Group for the first time since sailing from the UK in September.

After a brief visit to Malta HMS London returned this month to her home base at Devonport having been relieved by HMS Coventry as the Commander of the Armilla Patrol. HMS Nottingham is also to be relieved at the beginning of this month by HMS Southampton and visits Civitavecchia before returning to Portsmouth at the end of the month. RFA Brambleleaf is expected to remain as the on-station tanker in the Gulf in the foreseeable future, with its crew changing on a regular basis.

Reserves sweep up

HMS Flying Fox, Bristol's Sea Training Centre, has won the Richards Trophy for the best RNR minesweeper crew of last year.

Green Crew, in the River class minesweeper HMS Orwell, beat off stiff competition and took the prize for the best overall operational performance of the 30 crews in the Tenth Mine Countermeasures Squadron.

The trophy was presented by Commodore Minor War Vessels Cdre. Charles Freeman to HMS Orwell's commanding officer Lieut.-Cdr. George O'Connor.



NAVAL AVIATOR FINALLY LAID TO REST

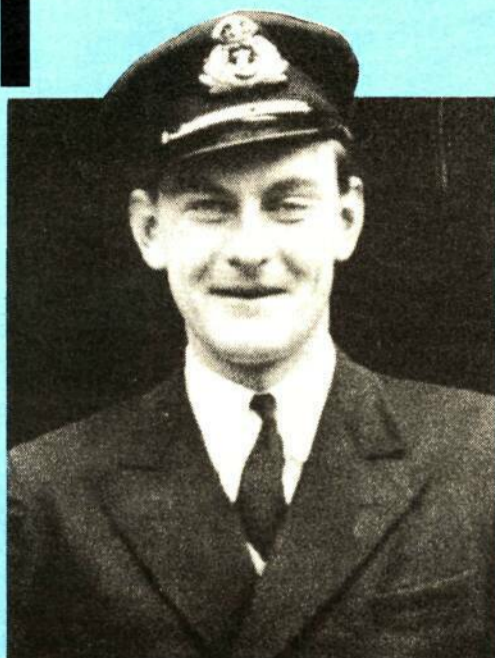
Right: Lieut. Arthur "Haggie" Beane, who joined the Fleet Air Arm at the outbreak of the Second World War, when he was a student at Oxford University. A Spitfire pilot, he was shot down over Normandy.

Far right: For the first time in the British armed forces an all-female party fired a volley over the grave of a fallen serviceman. The six Wrens of the Guard of Honour came from HMS Daedalus.

Picture: LA(Phot) Chris Brick

Below: Draped in the Union Flag and topped with uniform cap and sword, Lieut. Beane's coffin was borne to the grave by six naval ratings.

Picture: LA(Phot) Chris Brick



Historic salute

SCORES of local people joined representatives of the Royal Navy and French dignitaries to pay their last respects to Spitfire pilot Lieut. Arthur "Haggie" Beane, who died almost half a century ago, shot down by a German fighter over Normandy.

Lieut. Beane was a student at Oxford when war was declared in September 1939. He joined the Fleet Air Arm and after training as a pilot flew in North Africa. Later he was posted to RN air station Yeovilton as a flying instructor.

Detached to the RAF's 165 Squadron, he made his last flight on November 26 1943, escorting bombers on a raid over Cherbourg. His Spitfire was seen to spin out of control after it was hit in a dogfight with Focke Wulf 190s, but not to crash. Nor could colleagues confirm he had shot down one of his attackers.

But an investigation last November finally identified Lieut. Beane as the pilot buried with his aircraft in 25ft of clay beneath a maize field. A check with German war records con-

firmed the young lieutenant had indeed made his first kill of the war seconds before he was shot down.

The remains of Lieut. Beane have now been laid to rest in the war cemetery at St Charles de Percy. His coffin, adorned with cap and sword, was carried by six sailors.

Thirty-seven French standard bearers, representing former Resistance fighters, old soldiers and people deported to Nazi prison camps, stood to attention as a Royal Navy chaplain, the Rev. David Barlow, conducted a brief service in English and French.

A salute was fired by six Wrens from HMS Daedalus, who formed the Guard of Honour. This was the first time in the history of the British armed forces that an all-female firing party had performed the ceremony.

George Cross on display in Edinburgh

A GEORGE Cross awarded posthumously for conspicuous bravery to Lieut. Anthony Fasson RN, a Border Scot, has been donated to the Scottish United Services Museum in Edinburgh Castle. It will be held in perpetuity on behalf of the Royal Navy in Scotland.

Admiral Sir Hugo White, then Flag Officer Scotland and Northern Ireland and now Commander in Chief Fleet, received the medal on the 50th anniversary of Lieut. Fasson's death. It was donated by Tony Fasson's only sister, an ex-Wren and member of the Perthshire Committee of King George's Fund for Sailors on behalf of herself, her family and her elder brother's son. Admiral White then presented the medal to the museum.

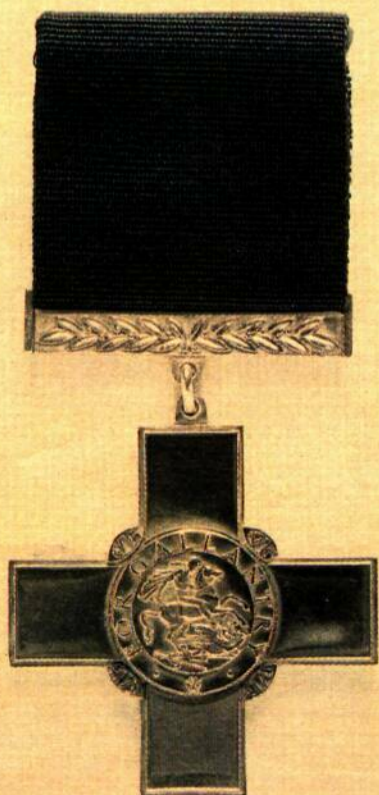
In October 1942, after an epic submarine hunt in the Eastern Mediterranean, Lieut. Fasson, who was First Lieutenant of HMS Petard, swam out to and boarded the rapidly sinking German U-boat U559. He was closely followed by AB Colin Grazier. They succeeded in salvaging vi-

tal decoding material but failed to get out themselves before the submarine sank.

This act of gallantry was one of the greatest contributions to the work of the cypher breakers at Bletchley, whose success halved our losses in the Battle of the Atlantic. As such, the decoration is one of the most significant awarded in connection with the Battle of the Atlantic, the turning point of which will be commemorated at the end of May.

Colin Grazier was also posthumously awarded the George Cross.

The medal will go on show on April 5th in a newly-mounted display entitled Fortress Scotland.



The George Cross



Lieut. Anthony Fasson

Brazen appeal

IN response to an appeal from the Lord Mayor of Plymouth, HMS Brazen raised over £500 for the City of Plymouth's Somalia Appeal.

Fund-raising events included a beard-growing competition and a "job for the day" lottery which saw AB Billy Bold achieve his first sea command (the roles of First Lieutenant and MAA were also featured as prizes).

For "Commander" Bold the day included lunch with HMS Brazen's "previous" commanding officer, Cdr. Tim Harris, as well as hosting an informal reception for his messmates in his new cabin. At the end of his brief spell in command he addressed the ship's company on main broadcast and thanked them for all their hard work!

Boxing night

On their return to Devonport the organisers of the day's events, Mid. Julia Cocks and App. Alex Goddard, presented the commanding officer of HMS Drake, Capt. Thomas, with the Brazen's cheque which was added to the overall total presented to the appeal.

Other events arranged by Devonport-based personnel included a charity boxing night (£800), a sponsored cycle marathon by the Dental Department (£246) and an equally-tiring sponsored bed push by the Medical Department (£245).

Flag Officer Plymouth Vice-Admiral Roy Newman presented a cheque for £4,100, representing the Devonport naval contribution, to the deputy Lord Mayor Cllr. Mrs. Sylvia Bellamy.

Coventry's marathon effort



THERE was still plenty of running left in their legs when runners from HMS Coventry were welcomed by their commanding officer, Capt. Stephen Saunders, and Lord Mayor Cllr. Don Ewart after completing a gruelling three-day run from Devonport to Coventry.

The start, from 16 Wharf, was a very cold and wet affair, with driving rain and gale-force winds not conducive to high spirits. It was thought that having the Meteorological Officer on the team — Lieut.-Cdr. Chris Davies, pictured far right — the weather might have improved en route but, as they crossed Dartmoor, the rain was replaced by hail and severe gusts!

Community carers

By day two, the conditions had improved and only the hills of the Fosse Way proved any sort of major barrier.

The team of 16 runners covered a total of 240 miles and raised over £850 for the Lord Mayor's Charity, Carers in the Community.

HMS Coventry has recently deployed to the Adriatic and is due to return to her home port of Devonport in July.

Picture: Coventry Evening Telegraph



Helping Hands



WHAT A LOT OF BOTTLE

AHHHH, there's nothing better to quench a raging thirst than a long, cool pint of ... milk?

That's what LS John Taylor and PO Danny Jones, of HMS Andromeda, thought when they went on the wagon for a month in aid of charity.

While their fellow shipmates indulged in a beer or two John and Danny stood firm and raised £700 for cot death research.

"It was hard at times, especially when all the other lads were drinking," said Danny.

"But the sacrifice was well worth it — and we'd even do it all again!"

Picture: The News, Portsmouth.



Over the edge



IT was smiles all round when WO Gordon Blackmore and WREN(CK) Debbie Westcott abseiled 140ft. down the highest accommodation block in HMS Dryad in aid of the Baby Unit of Treliiske Hospital, Truro.

Over the years Gordon has parachuted, cycled, played marathon keyboard sessions and formed a male majorettes team for charity

and was persuaded by Debbie, who organised the event, to take the plunge.

Ably assisted by Sgt. Stuart Barton and Cpl. Ricky Miller, from RM Poole, they successfully completed the abseil while helpers, in fancy dress, relieved the watching crowds of their spare change.

Over £800 was raised on the day and now the intrepid pair are looking forward to a new challenge — a sponsored wing-walk!

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Shoe-shine boy takes a lot of bull

WHERE there's muck, there's brass, as proved by Lieut.-Cdr. John Fulford who raised £127 for charity by "bullying" shoes for the Young Officers in his Division, at Britannia Royal Naval College, Dartmouth.

Normally John and his staff inspect the shoe-shining efforts of the Young Officers on the parade ground but on this occasion his services were auctioned off to the highest bidders.

A senior divisional officer, John is responsible for a quarter of those undergoing training and his "bullying" was part of Blake Division's on-going fund-raising efforts.

Picture: Keith Franks.



It's a fond farewell for HMS Liverpool

WARD 5 of Kircaldy's Victoria Hospital bade a fond farewell to its affiliated ship HMS Liverpool when several members of the ship's company presented a cheque for £330 to the ward during their last visit.

The ship, which has been associated with Ward 5, a children's ward, since 1987 raised the money through a charity raffle on board. HMS Liverpool left Rosyth and is now based in Portsmouth.

to the Salvation Army refuge, in Southsea. The money was raised by raffles and voluntary donations.

Before decommissioning, the ship's company of HMS Juno donated £550, raised during a horse-racing night, to Eastshore Special School, Portsmouth. The school will use the money to buy a special wheelchair.

The WOs' and SRs' mess at HMS Dryad brought a smile to the faces of 100 homeless and lonely people by donating £300

Sailors from HMS Collingwood took part in a sponsored charity bungee jump and helped raise £1,000 for the Guide Dogs for the Blind Association.

PO Alan Christopher, who was paralysed in a swimming accident last year, visited 702 NAS at RN air station Portland to watch the presentation of £2,000 from HMS Daedalus to the Alan Christopher Appeal Fund, which has been organised by his old squadron.

The cheque will help boost the main fund, which stands at almost £8,000, and Alan plans to use the money to buy a computer work station which will help him with his rehabilitation and, hopefully, lead to employment.

During the recent Southlant deployment, members of 2D Mess in HMS Ambuscade raised £1,015 for their adopted charity, Cancer and Leukaemia in Childhood Trust.

Events organised included camel-racing on the flight deck during the passage south and a "CLIC Aid" concert held while alongside in Mare Harbour which was attended by servicemen and women serving at RAF Mount Pleasant.

When Terry Hall, of the RNR unit HMS Sherwood, gave up smoking not only did he feel the benefit but three charities were also much better off. Thanks to sponsorship from family, friends and workmates Terry raised £550 which was divided between the RNLI (£150), The Royal British Legion Poppy Appeal (£175) and HMS Sherwood's adopted charity, The Shepherd's School for the Severely Disabled (£225).

The commanding officer of HMS Heron Capt. I. MacKenzie presented Mr Eddie Farwell of the Children's Hospice South West with two cheques — £238 raised at a games night on Salisbury Plain organised by 846 NAS and £1,580.47 raised

Fund fair

THE Scottish Society for the Mentally Handicapped received such a generous donation from Clyde Submarine Base that it took three people to hold the cheque!

Cdr. Paul Reynolds, chairman of the base's Faslane Fair, handed over £17,000 to members of the SSMH's Helensburgh branch which will go towards converting two houses in Craigendoran where eight profoundly handicapped individuals can be given round-the-clock care while remaining in the community.

FOOD FOR THOUGHT



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LMEM(M) Michael Pointing, who serves in HMS Dolphin, is pictured surrounded by gifts donated in aid of the charity Feed the Children.

Michael was so moved when he heard about the plight of the people in Bosnia and Croatia, he started up a collection within the establishment.

Thanks to his efforts a large quantity of clothing and food was collected, along with £260 to help with transportation costs.

Picture: PO(Phot) Jon Garthwaite.

POSTED? 1993 IS THE YEAR TO BUY A NEW HOME...

Posted to H.M.S. DRAKE, H.M.S. RALEIGH or H.M.S. THUNDERER?

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CASTLEWICH, Hazelwood Road, Callington	2 & 3 bedroom homes from £44,950	0579 82227
IVYBRIDGE, Nr Plymouth, Devon. Opening soon	2 & 3 bedroom homes. Prices to be announced	Advance information on 0272 758296

Posted to R.N.A.S. CULDROSE?

GWITHIAN GATE, Phillack, Hayle	2 & 3 bedroom bungalows from £49,950	0736 757370
TRENETHICK FARM, Water-Ma-Trout, Helston	2 & 3 bedroom homes from £43,950	0326 565216

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LADY BYRON PARK, Dinan Way, Exmouth	1, 2 & 3 bedroom homes from £40,750	0395 222323
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FOSNI visits hot spot



SENIOR officers' visits are not always just a walk around and a few handshakes as proved by Flag Officer Scotland and Northern Ireland.

When Vice-Admiral Chris Morgan, pictured left, visited his Command Firefighting School at Rosyth, he quickly donned his waterproofs and was soon manning the hoses in a realistic fire-fighting exercise. (See also page 28).

Three-in-one at Pompey

THREE naval museums have launched a "group visit" initiative as a way of increasing tourism in Portsmouth, the traditional home of the Royal Navy.

The Royal Marines Museum, The Royal Naval Museum and the Royal Navy Submarine Museum have combined forces to create a special day trip for

groups of 15 or more, offering savings on a day's outing to all three Portsmouth sites.

Highlights of the tour will include a Falklands' multimedia show, a chilled Arctic display and an insight into life in HM submarine Alliance.

The package is priced £6 for adults, £4 for senior citizens and £3.50 for children.

Grey matter

SHIPS were grey and then aircraft were painted grey. But the splash of colours on the flight deck remained as the various trades within the Air Engineering Mechanic Branch sported their red, brown, green and blue surcoats.

But, alas, this is no more! With the restructuring of the branch, the first of the new All Trade Air Engineering Mechanics (AEM (AE)) have completed their conversion training in 810 NAS at RN air station Culdrose and have been issued with their new surcoats — coloured grey!

The newly-qualified mechanics have been passed to carry out servicing operations of any trade on the Sea King Mk 6 helicopters in this first step in the AE Branch restructure which is aimed at increasing efficiency in Fleet Air Arm squadrons, ready for the new Merlin helicopter.

Crewe enjoy freedom

WITH colours flying, swords drawn, bayonets fixed, drums beating and the band of the RM FOSNI playing, 150 members of HMS Ambuscade's ship's company exercised their right to march through the town of Crewe when the ship was granted the freedom of the borough.

Jersey appeal

FOLLOWING the fire which destroyed their premises, the Jersey United Services Club has now settled into temporary accommodation at 37 Broad Street, Jersey.

The Club's collection of naval ships' shields, dating back to the First World War, were all lost in the fire, so contributions of badges by individuals or ships would be much appreciated.

In a meeting of the full council the Mayor, Cllr. Peggy Furber, presented HMS Ambuscade's commanding officer, Capt. Stephen Kirby, with a freedom casket and scroll.

"There can be no more fitting finale than to be awarded this rare and privileged honour," said Capt. Kirby.

While the Type 21 frigate was alongside in Birkenhead the ship's company played host to many visitors, including civic dignitaries and local Sea Cadets who came on board to take one last look at Crewe and Nantwich's adopted ship.



Film 93

A TRAINING video sponsored by the Royal Naval Medical Branch gained second place at the New York International Film and Video Competition, beating 2,500 entries to win the Silver Medal.

The 32-minute video, "The Obstructed Airway", demonstrates techniques for clearing obstructed airways in patients, from the simple to the advanced and although produced for HM Forces' use, it is considered to have far wider applications and to be essential viewing for paramedics in the emergency services.

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New Masters of War

FROM this month students at the Royal Navy Staff Course at RNC Greenwich will be able to take an option leading to a Diploma or MA degree in Defence Studies.

About 80 officers are selected each year for the nine month course. Now the curriculum has been revised in conjunction with Kings College, University of London, and suitable candidates for either the diploma or degree programme will be selected at the outset.

Officers who attended earlier RN Staff Courses will not be eligible.

Those chosen will write papers on areas such as Maritime Studies, Strategy/Policy and Defence Procurement and take examinations.

DCI(Gen) 2/93

Cross-training for warfare

DETAILS of the new Warfare Branch career and course structures and cross-training opportunities come with an invitation to Operations Branch ratings to offer themselves up for selection.

While increasing automation and improvements in weapon equipment reliability continue to reduce the number of sea billets, the new branch aims to provide better structured career opportunities and fairer advancement prospects than the current Ops and WEM branches.

Recruiting is planned to start in the next few months. Junior Rates will be known as Operator Mechanics and it is expected that about a third of eligible Ops and WEM ratings will be selected to cross-train, most from those joining between 1990 and 1992.

DCI(RN) 14/93

Write in, right on!

CONTRIBUTIONS for the autumn 1993 issue of the Review of Naval Engineers should be sent to the Editor at HMS Collingwood by 2 April.

Announcement under DCI(RN) 15-23/93

Just the ticket

NATIONAL Express has agreed to extend the Forces Discount Coach Card scheme which knocks a third off standard fares for nearly all its services in mainland Britain, until March 1996.

The new card will be valid from 1 April and is available to all members of the regular forces, including medical, dental and university students and wives and husbands.

Dependent children are not eligible — but those under five travel free anyway, provided they do not occupy a separate seat, and those aged five to 15 receive the normal child discount of 30 per cent.

Dependents aged 16-23 can purchase the Young Persons' Coach Card — which has similar benefits to the Forces Coach Card — for £6.

Details of stocks and conditions of use are given in full.

DCI JS 2/93

Just the job?

OFFICERS are reminded that for two years after leaving the Service permission must be sought before taking up any paid appointment with a commercial organisation connected with their official duties, or with a foreign government or organisation.

A full list of the rules is given. Generally, they do not apply to unpaid appointments with non-commercial organisations, special advisers to Ministers, or individuals on secondment to the Crown Service from the private sector.

DCI(Gen) 1/93

Fine Fellows

DEFENCE Fellowships will be available next year for officers aged between 35 and 45 of Lieut.-Cdr. rank and above to enable them to study relevant subjects at a British university.

A written thesis is submitted on completion and if acceptable, merits the symbol 'df' awarded to the candidate — to which due weight is attached when he or she is considered for promotion.

Normally of one year's duration, the fellowships may be taken up any time between January and October 1994, subject to the agreement of the university chosen.

DCI(Gen) 18/93

Likewise Service Fellowships, normally for a single academic term, begin in the autumn for high calibre officers in mid career. Those interested should apply to their Service secretaries.

DCI(Gen) 23/93

Language exams

COLLOQUIAL language examinations in French, Spanish, Italian, German and Russian will be held at Old Admiralty Building on May 7.

Candidates are expected to be able to speak the language adequately to enable them to live in the country and cope with simple naval situations.

Applications should carry a certificate from the candidate's commanding officer, confirming that he or she has a reasonable chance of success.

DCI(RN) 5/93

Joint Services Language Examiners Board Advanced Certificate exams will be held from 18-22 October. Successful candidates will qualify for a tax-free award.

DCI(RN) 6/93

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.



Nominate now

"COURAGE and Achievement" is the theme for the Royal Association for Disability and Rehabilitation's "Person of the Year", for which nominations should be in by 14 April.

Details of the routing of recommendations are given, each to be accompanied by biographical details and photographs.

DCI(RN) 1/93

NOMINATIONS for the Sir James Martin Award for safety in the air should be submitted by March 26.

DCI(RN) 2/93

Lynx link-up

SOLE front line Lynx squadron will be 815 Sqn as 815 and 829 Naval Air Squadrons merge at the end of this month.

DCI(RN) 15/93

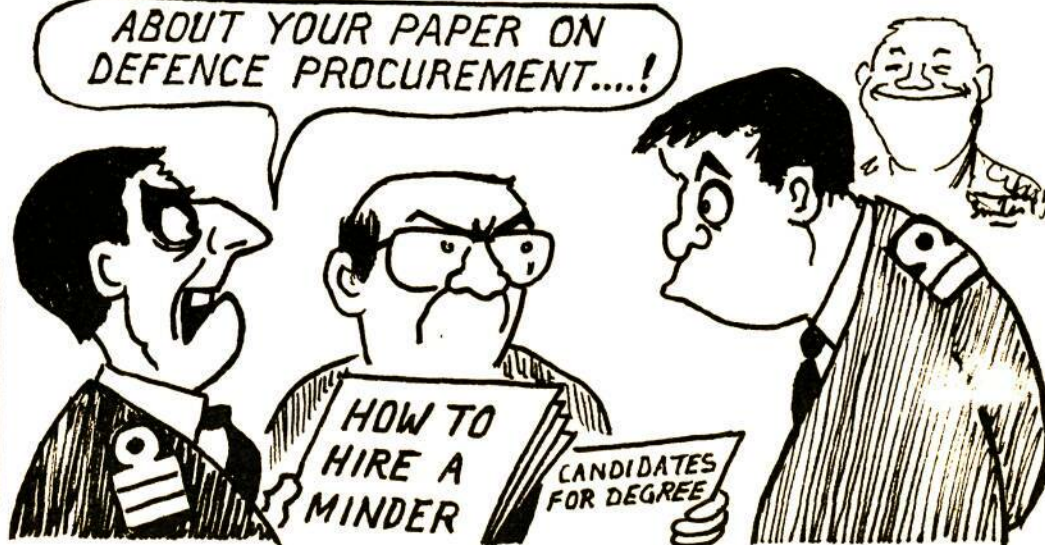
Managing the books

EARLY booking is advised for divisional and management courses run within the new Royal Naval School of Leadership and Management at Whale Island as many of these are heavily subscribed.

Details of all training courses for the next financial year are given. Places arising from last minute cancellations may be reserved through the Training Co-ordinator on PNB 25175.

DCI(RN) 10/93

ABOUT YOUR PAPER ON DEFENCE PROCUREMENT....!



Get Wise on DCIs

Accepting cuts, Bristol-fashion

COMMODORE Naval Ship Acceptance's staff will be cut by around 20 per cent by 1 April 1995 and has come under review so it may conduct much the same range of tasks and dovetail with the rest of the Procurement Executive after co-location at Bristol.

Most staff savings will come from transferring responsibility for Fleet Weapon Acceptance activities to Captain Weapon Trials and Assessment, to which Submarine Weapon Acceptance also moves and which will be retitled Captain Weapons Trials and Acceptance.

At the same time, Captain Surface Ship Acceptance is

abolished and replaced by Captain Surface and Submarine Acceptance.

It is stressed that posts currently at Portland and Portsmouth will move to either Bath/Bristol or Portsmouth in the period leading up to April 1995.

DCI(RN) 12/93

Cut-price computers

IBM compatible PCs, Apple Macintoshes, printers and leisure software are currently available from seven participating companies in the MOD Computer Discount Plan — who make a donation to the Royal Naval Benevolent Trust according to the number of items sold.

Last year they also donated four personal computers worth £6,000 to deserving Service recipients.

Details of the plan and contact numbers are given.

DCI(Gen) 15/92

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People in the News



CIVILIAN DIRECTS BELFAST

JON Wenzel, formerly curator of the Cabinet War Rooms, has taken over as director of HMS Belfast, the Imperial War Museum's 11,000 ton Second World War cruiser moored in the Pool of London.

He is the first civilian to hold the post and succeeds Capt. F. A. Collins RN. A specialist in 20th century naval history, Mr. Wenzel joined the Imperial War Museum as a research officer in 1982, becoming the first curator of the Cabinet War Rooms, Churchill's underground HQ, the following year.

TURNER TURN AGAIN

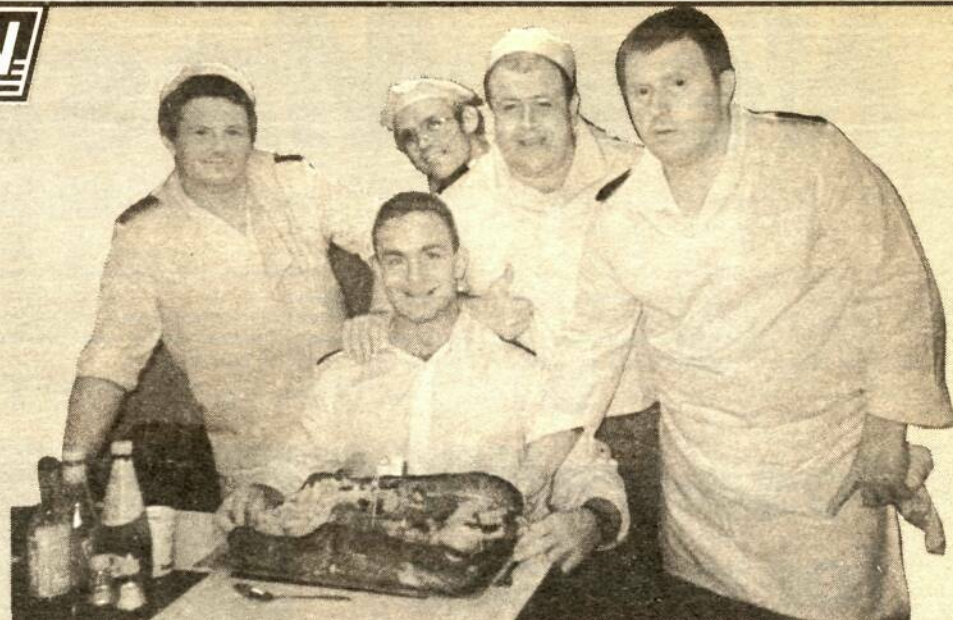
HOW'S that for versatility? Karen (Topsy) Turner has become the first member of 815 Squadron, HMS Osprey, to be cross-trained from WAEM(R) to the new AE branch.

She said her duties at Osprey had progressed from making the tea to flight servicing, marshalling, refuelling and general maintenance of Lynx aircraft. Currently she was protecting the life and welfare of sail-

ors on active guard duties.

Previously, Karen has worked with the Marine Counter-terrorism Group, at Mildenhall International Airshow and at Portsmouth Navy Days.

Picture: PO(Phot) Dizzy Desilva



What, no duff?

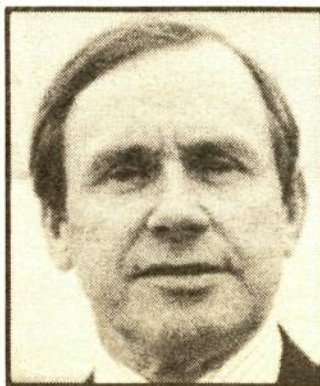
COOKS on board HMS Exeter were made to eat humble pie by POPT Tony Quinn — a man of quite exceptional appetite!

Tony commented on the smallness of Royal Navy Yorkshire puddings in the hearing of the cooks, who immediately determined to save the honour of the Service.

Next time roast beef was on the menu they

presented Tony with a truly immense Yorkshire to accompany his meat and spuds. To everyone's amazement — and probably his own — the gluttonous petty officer put away the lot, finishing with the question "What, no duff?"

Tony is pictured about to tuck in. With him are LCKs Theo Theobald, Ian Rands, Kevin Jones and Terry Morgan.



Captain joins the board

NEW Naval Director on the board of Naafi is Capt. John (J. J.) Price, who takes over the role of liaison between the Naafi and the Senior Service from Capt. Michael Sant.

Of his new post he said, "... with Options for Change, Naafi has to become more competitive to survive. From reading about Naafi's history it is clear that the corporation has survived huge changes before, and

I'm sure, with the professionalism of its staff, will do so again."

"I enjoy tackling problems, and look forward to being able to do this for Naafi, its staff, and customers," he added.



Gone are the days when returning to Civvy Street was cause for celebration.

Nowadays it could well prove to be the most inhospitable environment thousands of members of the Armed Forces will have ever had to face.

Due to Defence cuts it's here that they and

Where survival training for thousands of Service personnel is now needed most.

their families will soon find themselves looking for homes, jobs and help.

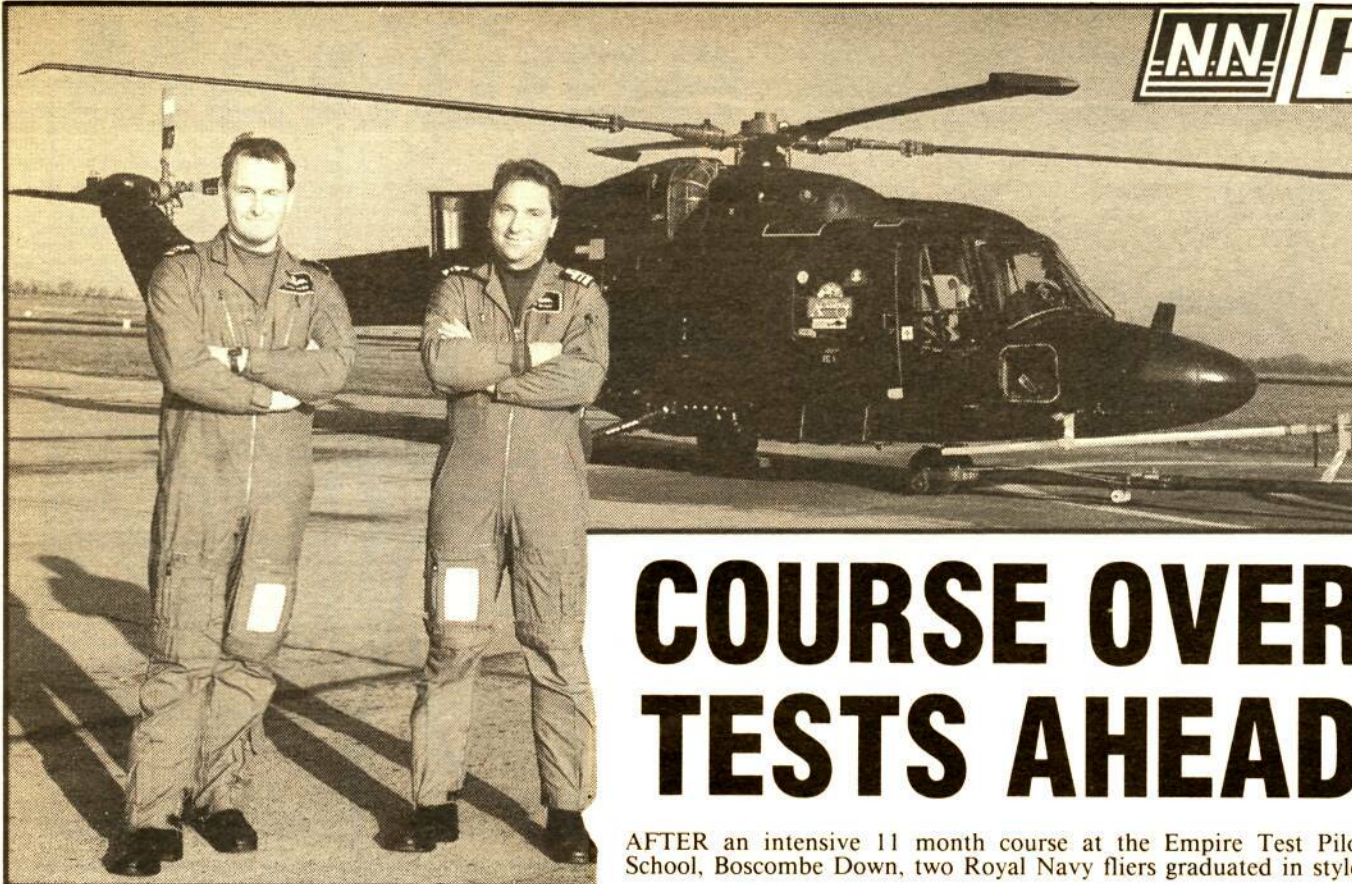
Fortunately, SSAFA/FHS are just around the corner. Our 6,000 trained volunteers can help ex-Servicemen and women and their families survive in such circumstances.

By providing confidential advice concerning all resettlement problems. As well as support in times of bereavement, disability, illness, loneliness and old age.

So, next time you've a problem, no matter what it is, remember that handing out friendly, unbiased help is always right up our street.

If you think we can be of service, please don't hesitate to contact your local SSAFA/FHS branch (see your UK local phone book) or SSAFA Central Office at Room 18, 19 Queen Elizabeth Street, London SE1 2LP. Alternatively, telephone: 071 403 8783.





COURSE OVER TESTS AHEAD

AFTER an intensive 11 month course at the Empire Test Pilot School, Boscombe Down, two Royal Navy fliers graduated in style.

Lieut.-Cdr. Chris Maude (left) won both the Edwards Trophy and the Hawker Hunter Trophy, while Lieut.-Cdr. Nigel Maggs also achieved a high standard among the 20-strong list of graduates, drawn from the UK armed services, MOD scientific staff and several NATO nations.

The course trains specially

selected operational fliers to become experimental test pilots. It involves the study of aeronautical and allied subjects to back up 150 hours of flight testing and data gathering techniques.

Chris and Nigel have now joined the Rotary Wing Test Squadron at Boscombe Down as helicopter test pilots.

Rescue pilot honoured

THE Queen is to present Lieut.-Cdr. Colin Hawksworth with the Air Force Cross, a top military aviation decoration, at Buckingham Palace this month.

Colin, who is currently flying the Jetstream Observer training aircraft with 750 Naval Air Squadron, based at RN air station Culdrose, was the Senior Pilot of the famous Search and Rescue unit 771 NAS from February 1989 to October 1991. It was his exemplary conduct during this period which led to the award of the prestigious medal.

Colin was instrumental in the success of over 160 rescue missions, assisting more than 120 persons. His exceptional dedication and leadership qualities inspired his fellow aircrew.



Colin is now approaching the end of his illustrious naval flying career, having clocked up more than 6,000 flying hours along the way.



Picture: LA(Phot) Chris Brick

Ray relives those Condor moments

DON'T try and tell me his dad didn't help him with the homework . . .

When AEM Stephen Nicholson passed out from HMS Daedalus, having completed trade training at the RN Air Engineering School, there to watch him was his father, WOAEM Ray Nicholson, who is currently serving at the establishment.

It was 26 years ago that Ray completed his initial training at HMS Condor. His son's now off to RN air station Culdrose to help maintain Sea King helicopters; an early step in a career that might see him, too, a Warant Officer one day.

Buffer's farewell

CINCPACVHOME (Admiral Sir John Kerr), two other Admirals and four Captains threw a party to mark the conclusion of 38 years' distinguished Royal Navy service by CPO(SEA) Jock Stuart.

Jock's former commanding officers presented him with a tankard engraved with the names of all the ships in which he had served since joining HMS Ganges in 1955.

Admiral Kerr spoke of Jock's stout professionalism, deep knowledge and love of seamanship and of his untiring attention to the development of young ratings in his charge. He said Jock could be relied upon to get the job done and done in an exemplary manner.

Among his dozens of ships, Jock has served in HMS Birmingham, Liverpool, Campbeltown and York as Chief Bosun's Mate. As well as the British Empire Medal, he has earned a bar to his Long Service and Good Conduct Medal, a distinction marking 30 years' man's

service. This was presented to him on board HMS York at sea by the Prince of Wales.

Jock's COs during his service as buffer, all of whom contributed to his farewell, were Admiral Kerr, Vice Admiral Sir Patrick Symons and Capt. Dan Bradby (Birmingham), Rear Admirals Frank Grenier and Pat Rowe, Commodore Mike Bracelin and Capt. Stephen Meyer (Liverpool), Captains John Ellis and Jeremy de Halpert (Campbeltown) and Capt. Roy Clare (York).

Below — Distinguished buffer's party: (from left) Capt. Ellis, Admiral Kerr, Rear Admiral Rowe, Capt. Bradby, Jock Stuart, Capt. Meyer, Capt. Clare and Vice Admiral Symons.



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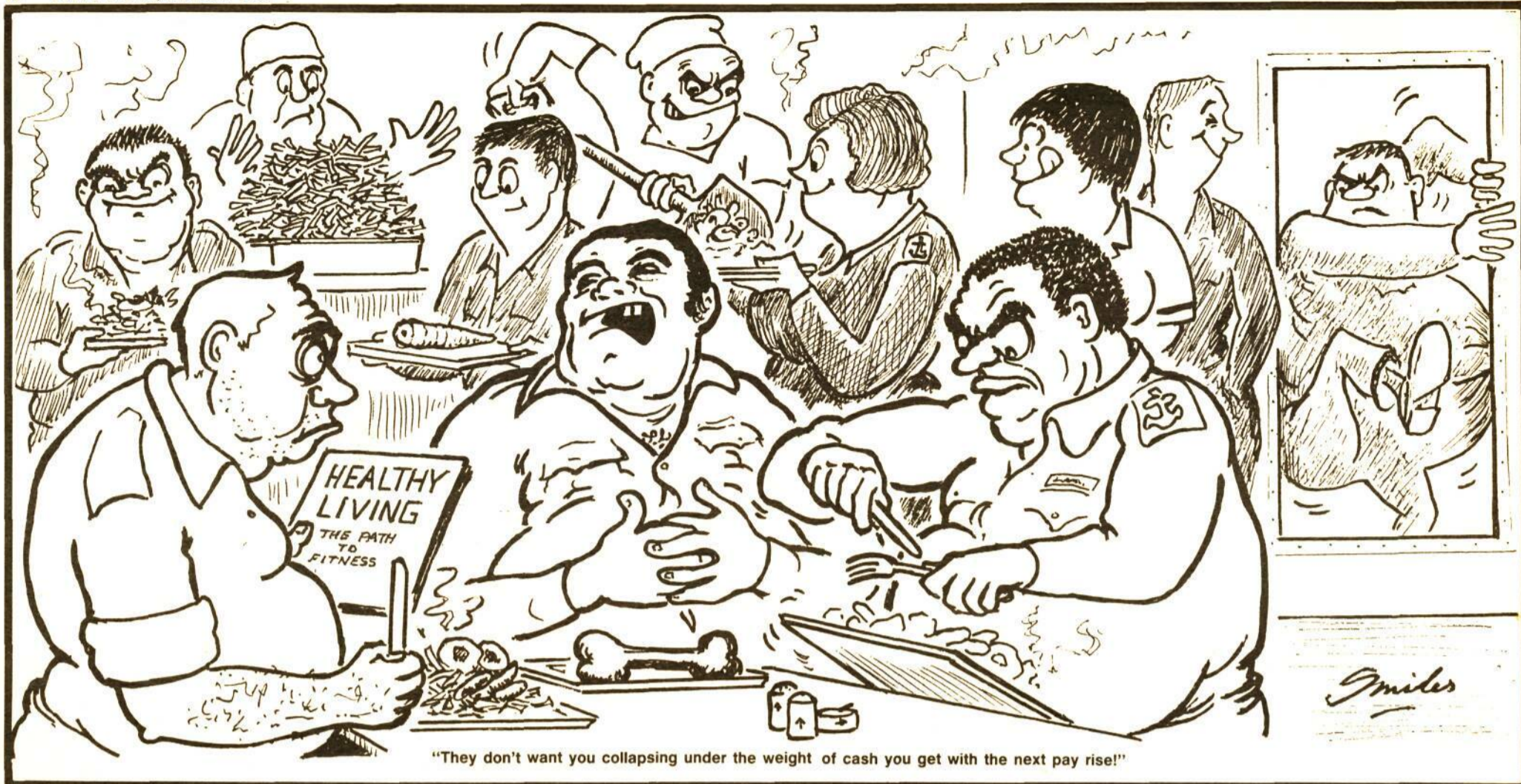
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"They don't want you collapsing under the weight of cash you get with the next pay rise!"

NEWSVIEW

Waiving the rules of just returns

LIKE everything else these days, the always vexed question of the future of HMV Britannia centres on value for money — there would be no need to ask it if it were clearly seen to produce a solid return in hard cash.

But, as with the monarchy itself, the financial returns to the benefit of the state are impossibly difficult to evaluate.

If the Royal Yacht has absorbed upwards of £100m on refits (at current prices) over the past 40 years and now costs £11.5m a year to run, where do you begin in compiling the other side of the balance sheet?

How do you gauge the PR value of nearly a million miles of world travel in the post-Empire era, parading the "best of British" before communities that as part of a Commonwealth that was largely emancipated during Britannia's lifetime, retain a regard for their erstwhile rulers that has been evident time and again in the reception she has been accorded?

If she only reflects the afterglow of past glories then Britannia's occasional presence points east and west would deserve to be severely judged. But the general round of these overseas visits has lately tended to focus attention on the home interest of the royal personalities embarked and does not take the same account of the impression she herself makes upon her hosts.

Sentiment

The claim that Britannia brings hundreds of millions of pounds of business to the UK through the seminars she stages to promote trade overseas may be ingenious — businessmen are not going to part with that sort of money out of sentiment, are they?

Yet if Britannia herself were to come on to the market there would doubtless be a few who would be prepared to make an offer. Royal residences, even floating ones, have a particular attraction. The Duke of Windsor's Paris home was acquired by Mr Mohammed Al Fayed, who spent a fortune restoring it to its former glory — out of a deep regard, he says, for its former occupant, whose subsequent unhappy history in no way dimmed the spectacular success of his Empire tours in the 1920s, when he was the first member of the Royal Family to come under the glare of the modern media spotlight.

It is not only Britannia's association with royalty that has provided her special cachet, however — and it is somewhat galling that the current debate over the nature of the asset makes scant reference to her other people.

Her crew, a proportion of whom are permanent while the rest serve for the usual period of around two years, have always been her most constant selling point — not to mention the Royal Marines Band (see back page). The "Yachties" have long been among the best the Navy can offer — and so, by association, is Britannia.

HEALTH ADVICE: EAT MORE SPUDS, BUT —

Knock off the nutty...

"SMALL changes can make a big difference" — that's the main message in *Healthy Living* a booklet issued to everyone in the Navy this month that marks the first step in a new programme to promote physical fitness and a healthier lifestyle.

"There is much evidence to show that, when all else fails and the Navy is called upon to fight, individual performance in combat and resistance to battle stress is much improved if people are physically fit," writes Second Sea Lord Admiral Sir Michael Livesay in the foreword.

"Combat apart, it is probable that everyone in the Navy will at some time have to deal with a serious emergency and for men and women at sea this is likely to be demanding and the emergency could last for some time.

"Physical fitness and a healthy lifestyle can contribute significantly to increasing your stamina and tolerance to unexpected challenges — and, equally important, do much to improve your quality of life.

"Healthy living, however, does not mean giving up all the things you enjoy doing, or having to don a tracksuit and jog for hours..."

"The small changes" recommended in the booklet prepared by the Health Education Authority are headed by switches in diet towards more vegetarian-type meals — only the negative quality of possessing no fibre at all gets animal products a mention (see letter on page 6).

Starchy foods, on the other hand "should form the main part of most meals" — so you are actually encouraged to eat more potatoes, preferably baked or boiled rather than chipped or roasted.

More exotic alternatives to the humble spud are sweet potatoes, cassava and plantains — how soon before they appear in the Junior Rates Dining Room? Chapattis are a favoured choice of bread that will win approval — they are ideal for mopping up the Navy's favourite curry — but traditionalist trenchermen will doubtless pass up millet as being strictly for the birds.

Eliminating fat — a prime cause of heart disease — involves turning to skimmed or semi-skimmed milk, low-fat spreads and cottage cheese and cutting down on pies and sausages — and nutty.

The advice on avoiding too much sugar will please the Dental Department — and many sugary foods also contain a lot of fat — but it comes as a shock to realise we buy an average of nearly 2lb a week. Even cereal bars, which some view as a healthy alternative sweet, get branded "beware."

Relaxation

There are useful height-weight charts and guides to sensible drinking and the beneficial effects of various forms of exercise — cycling and swimming come out on top for all round value while weight-lifting and golf both have no real effect on stamina.

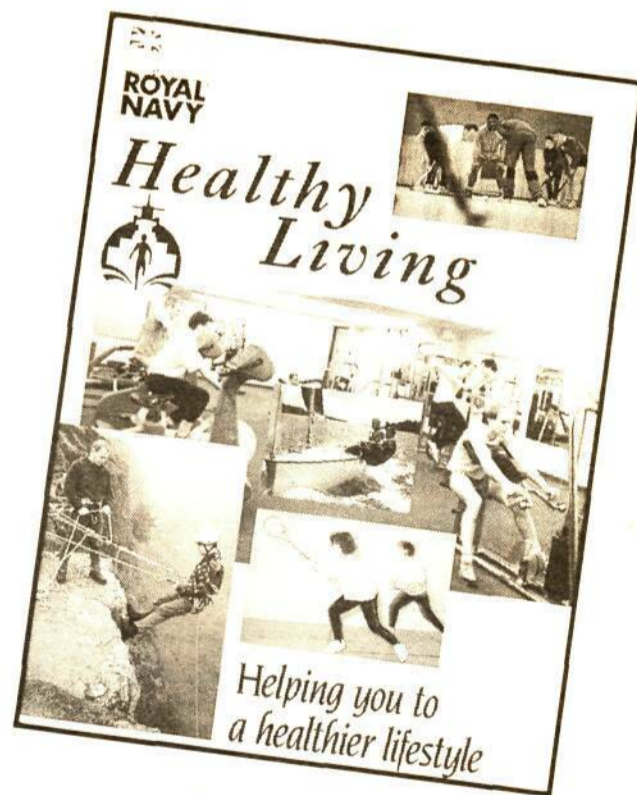
There is a simple relaxation guide to help cope with stress — set out in three short paragraphs that will appeal to those put off by the long-winded tomes that increasingly crowd the bookshop shelves — and, not surprisingly, a section on the prime importance of giving up smoking. After a month most smokers will have got over the worst of the withdrawal symptoms, it concludes confidently.

As to the rest of the Navy's programme, compulsory fitness tests based on the 1.5 mile run will still be held at HMS Raleigh, BRNC Dartmouth, the RN School of Leadership and Management at Whale Island and HMS Cambridge.

A voluntary 1.5 mile run will be introduced for the under 40s in September and, as cycle ergometer

equipments become available, those for whom life has really begun will have the chance to take a Basic Fitness Check.

As part of the new arrangements the Royal Navy will become a signatory to the Health Education Authority's Look After Your Heart Workplace Project. A DCI setting out details of the programme will be published shortly.



"If we could give every individual the right amount of nourishment and exercise, not too little and not too much, we would have found the safest way to health"

— Hippocrates, 460-370BC

Maritime Guard

SINCE December the Rosyth-based destroyer HMS York has been on regular patrol off the coast of former Yugoslavia, sharing duties with seven other warships and maritime patrol aircraft of the Western European Union, enforcing United Nations embargoes.

The objective of Operation Maritime Guard is to ensure that ships visiting Serbia or Montenegro are taking in only food and medicines, while vessels calling at other ports in the former Yugoslavia are banned from carrying arms and ammunition.

All ships entering the Adriatic are challenged and boarding parties from the warships embark either by fast boat or by helicopter.

HMS York's 15-strong boarding party is drawn from a pool of 25 of the ship's company, led by Lieut.-Cdr. Phil Henderson. "The masters of the ships we board are aware of why we are there and realise we have a job to do," he said.

The boarding party adheres to strict legal procedures, with questions about port-of-origin, destination and cargo, with any suspect vessels being diverted to Italian ports for further examination by the authorities ashore.

This month HMS York is due to be relieved in the Adriatic by HMS Cardiff, taking her place as the representative British ship in the Western European Union Force.



RFA Sir Bevidere has returned to Southampton after her four month stint in the area, with RFA Sir Percival now taking up position at the port of Split, in Croatia, where she is the Headquarters of the UK Force and also provides logistic and support facilities for transiting personnel.



HMS York's boarding party arrives by the ship's flight Lynx helicopter to inspect the cargo of a vessel in the Adriatic during Operation Maritime Guard.

... and air patrols



845 SQUADRON'S detachment of four Sea King helicopters, 35 road vehicles and 90 men have been operating for the past four months from an airfield at the port of Split, in Croatia, with the United Nations British Contingency Force.

Their main role with the Force is that of casualty evacuation and the naval aircrews are now well-familiarized with the supply routes and landing areas of the region, with daily patrols and training flights.

The Squadron's homebase is at RN air station Yeovilton where about 50 of their personnel

returned, having been relieved by a new detachment of men taking their place in Croatia.

Security of the airfield at Croatia and the aircraft there remains very manpower-intensive with high states of readiness maintained to ensure they are ready to go into action as soon as required.

Photograph, left — two of 845 Sqn's Sea King HC4 helicopters above the rugged terrain of Croatia.

PUNCH-AND-JUDY MAN

HANDLING a Punch-and-Judy show may have little in common with handling aircraft on the flight-deck, but Lieut. Tom Suddes, Training Officer at the School of Aircraft Handling at RN air station Culdrose, has managed to become something of an authority on both.

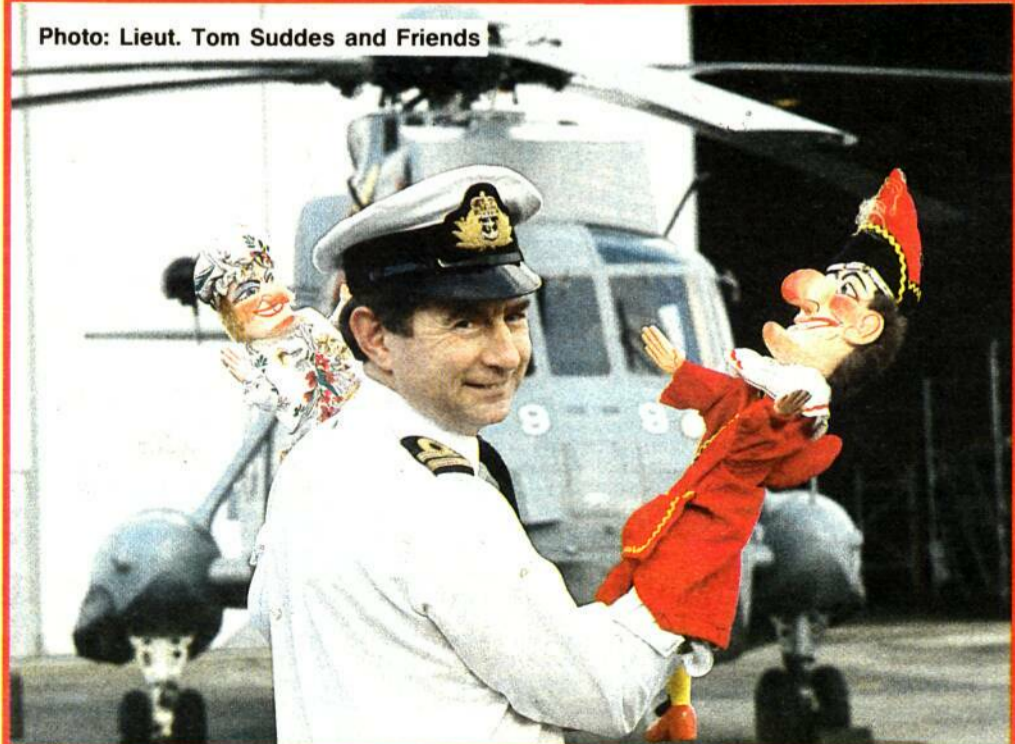
He has never really lost his interest in the puppets since he saw a seaside Punch-and-Judy show at the age of six! Somewhat later, three years ago, his wife, Lesley, bought him a Mr Punch for his birthday and since then they have both collected more puppets to make possible a complete show.

Tom now puts on his act for children, usually

of naval families, to raise money for the McIntyre Fund for mentally handicapped children, and he hopes that by publicising his talents he will be able to raise even more.

Whenever possible Lesley assists him, but she too serves in the Navy, as a Lieut.-Cdr.(ME-TOC), and is currently at sea in HMS Cornwall.

Photo: Lieut. Tom Suddes and Friends



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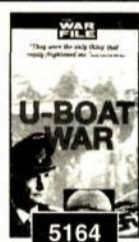
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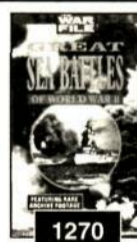
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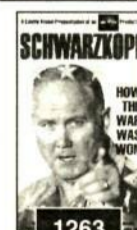
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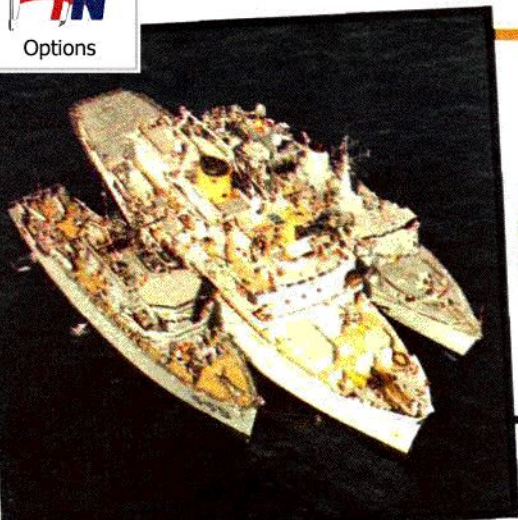
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WHITE SUPRA

With their reassuringly non-belligerent, white-painted hulls, the little ships of the Hydrographic Surveying Squadron are the sea-going symbols of a world-renowned service to mariners everywhere. Since they also present the 'soft sell' of Naval diplomacy, they don't need to sell themselves short...

HYDROGRAPHY has long been recognised as a field in which the Wrens could hold their own with the men — so HMS Roebuck is ideally suited as the lead small ship to take them to sea.

Fit for action just out of a three month overhaul at Devonport, the coastal survey vessel has also acquired a change of atmosphere apparent as soon as you step on board.

Two of her quartermasters at sea are Wrens — so half the pipes are pitched an octave or two higher — and she numbers a Wren cook, steward, radio operator WEM and Wren Radar among her company. There is a Wren Officer, though she is not Divisional Officer to all the girls. Roebuck sees herself as fully integrated from the word go.

"We went to a buoy last month and the buoy jumper was a girl-buoy jumper — and she did a first class job on a very rough day," says her commanding officer, Cdr. Ian Turner. "I remember thinking, 'Sooner her than me!'"

Roebuck also has two Wren Survey Recorders occupying one of her four junior rates mess decks who will soon be helping to explore the chilly mysteries of the Nympe Bank in the Western Approaches — wryly dubbed "our favourite stamping ground" by Cdr. Turner.

There they will be helping to produce a picture of the seabed that is accurate to within a few metres of the ship's longitudinal positioning is — a requirement largely dictated by submarines who would rather not run silent, run deep in the knowledge that there might be a submerged pinnacle or a wreck in the way.

So unlike a commercial surveyor presented with a fairly narrow objective — to produce a dredging or pipeline survey, says — the ships of the Hydrographic Surveying Squadron need to be able to record everything that lies on the bottom within the borders specified.

SIPS 2, the latest version of the Survey Information Processing System now installed in all the coastal survey ships, gathers in the data in digital form and passes it down to the chart room where it is digested by the computer and spat out again in whatever scale or detail required. Every feature discovered down to the size of a coffee table has to be stored away.

"Commercial companies rarely do this, unless we ourselves employ them to do some work for us to our own standards. Because we are going for a complete picture that will also be of



use in submarine navigation or mine countermeasures work, to collect data on the currents, tides and seabed texture — not just the bare detail you need to connect two ends of a pipe.

"Admittedly, a survey for an oil company needs to be extremely accurate when it gets towards the well head — but it is not going to be interested in what lies either side of track.

"There is a lot of work out there to do. The state of modern surveys around the UK is quite frightening — an awful lot of the charts around these islands are based on lead line sounding taken over the past two centuries and they have never been methodically surveyed.

"The old spot soundings were generally accurate, mind — it's difficult to muffle a lead line sounding anyway — but whether there are shallower or deeper areas close by you just never know.

"In some areas like the Thames estuary we are re-surveying every year or so and there are shoals off the East coast, particularly off East Anglia, where the whole picture will change after a good storm."

Some of the work is put out to commercial survey companies — but it does not always work out as the best — or cheapest — way of doing it. Cdr. Turner recently had to pick up the loose ends of a contract when the company went bust.

"They come and go — and because we are asking them to work to such exacting standards, if the seabed turns out to be more complex than was originally thought then the volume of work increases dramatically.

"If you're on a fixed price contract that could soon put you out of business."

Historically, as in both world wars, surveyors have often been the first military personnel to come into the firing line when they are sent in to mark the way for invasion forces.

1995 will mark the bicentenary of the first Hydrographer of the Navy, Alexander Dalrymple. A couple of decades or so later might see the arrival of the first woman in the post. Whatever resources of technology she will have at her disposal then, the need for patient attention to detail is still likely to be paramount as ever.

The squadron also has a short notice requirement that the commercial world is not so well-placed to respond to — particularly in a war zone such as the Gulf, where in addition to acting as a support vessel to the Navy's minesweeper force HMS Herald was also tasked with surveying the route taken by the American battleships on their way into help with the liberation of Kuwait.

More recently, as the international armada built up in the Adriatic, a Naval Party was flown out to advise on the state of the charts provided by the former Yugoslav surveyors.

And when the first of the Royal Navy's Trident submarines' re-entry into Barrow-in-Furness was threatened — as the weather turned nasty no commercial outfit could be found to make an accurate survey of the channel in the time available — HMS Bulldog was detailed off for the job.

Within eight hours of her arrival on station VSEL and Asso



REMACY



Pictures, clockwise from top left:

- HMS Herald in the Gulf War — supporting HMS Cattistock (right) and USS Impervious.
- Streaming the side-scan sonar from HMS Gleaner — the Royal Navy's smallest commissioned unit, currently working in the Clyde area — are (left to right) LS(SR) Jez Grove, WREN(SR) Jo Hind and AB(SR) Phil Rowe.
- White hulls — HMS Roebuck leading HMS Bulldog and HMS Beagle.
- Roebuck around the Rock — Cdr. Ian Turner fills in the details of a recent survey for the Flag Officer Gibraltar, Rear-Admiral Jeremy Sanders.
- Scanning the seabed — WREN AB(SR) Claire Balkwill with LS(SR) John Webb in HMS Roebuck's ops room.
- Just one of 22,000 wrecks around the British Isles — a side-scan sonar picture of the southern approaches to Milford Haven.
- Marine Explorer's Naval Party 1008 spent much of last year surveying the North Sea off Whitby and Scarborough for the Department of Transport: "There are shoals off the East Coast where the whole picture will change after a good storm."
- Smart as paint — WREN (SR) Penny Curtis, HMS Roebuck's other girl Survey Recorder, brightens up one of the ship's pair of launches with LS Andy Anderson.
- LS Paul Hutson, armed with theodolite and geodometer, prepares for a survey from a trig point at Plymouth.

ciated British Ports had the necessary data on their desks, the channel was declared clear and HMS Vanguard arrived on time. The white-painted survey ships often exert a subtle diplomacy in areas and situations where steely grey hulls might be less welcome — as when they were allowed into Zanzibar during the revolution of 1963.

"There is a lot of goodwill towards survey ships because their presence and purpose is generally acknowledged to be of help to everyone," Cdr. Turner believes.

"And while there is a lot going on abroad that requires a naval presence you can't neglect the home front. It is the MCMVs, the fishery protection vessels — and us — who show the flag there.

"In the Irish Sea we see a lot of fishing vessels — and a lot of foreign ones which cause some friction from time to time. So I think it's a comfort for our own nationals to know we're around.

"When the Orkady went down there last year we joined in the search operation with HMS Cumberland and three Irish Naval vessels and this established close links between us."

Once a new wreck has been identified it needs to be surveyed quickly so that a warning can be issued to mariners — in places like the Straits of Dover a second maritime disaster might otherwise follow closely in its wake.

Even so, while there are some 22,000 wrecks listed around the British Isles there are probably twice as many again that remain uncharted. These include World War II losses which were often reported inaccurately. Many are at least known to local fishermen but others could be potentially dangerous to navigation.

Accuracy in determining precise locations has been greatly improved with the satellite-based Differential Global Positioning System — and in this sphere the "Droggies" are leading the way.

"We've used it for nearly two years now, obtaining results hitherto impossible when far from land. There are still fluctuations, but the way to correct that is to employ a differential link — essentially a shore station that knows exactly where it is, observes itself by satellite and passes any necessary correction out to the ship.

"There have been a lot of trials with it and it's a very exciting development in extra-terrestrial navigation aids. Last month we had transponders set up which gave us an accurate position on the shore, getting better than plus or minus three metres. Then, using satellites which are 22,000 km up in space, constantly winging over the horizon, they independently produced a position with a differential of one or two metres.

"So there's the proof of the pudding — a terrestrial and a satellite system both arriving at the same conclusion."

Providing the expertise to deal with an estimated 260 ship years' work to fully survey the continental shelf to modern standards is the responsibility of the Royal Naval Hydrographic School, since 1964 based at HMS Drake, Devonport — where the Squadron also has its home.

It has a world-wide reputation. Over a third of the training time there is given over to foreign students — in recent months coming from Australia, New Zealand, Egypt, Holland, Denmark, Indonesia, Malaysia, Singapore and Pakistan, plus one student from the Solomon Islands.

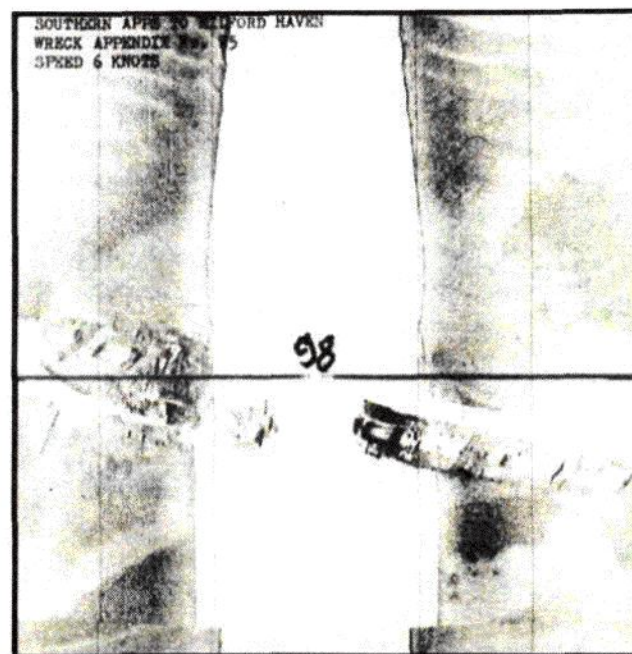
The first Wren Survey Recorders, — two now installed in Roebuck and one in Gleaner, the Navy's smallest HMS — arrived last November and Cdr. David Cregan is hoping to welcome his first WRNS officer in due course.

"Some people have got the idea that because we are more computerised these days there is less need for close attention to



detail. In fact the reverse is true — because we generate so much more data you have to be that more careful with it — and every sonar line has to be individually checked.

"The data may be more accurate and easier to manipulate — but that doesn't mean the job itself is any easier. It requires great thoroughness, neatness and application — and I would have thought it was an obvious choice of career for today's young woman with the ambition to get to the top."





A cracker but a flop

"A TURNIP Cures Elvis" is the slightly sensational announcement with which **Sneakers** kicks off proceedings. Rapidly though, the letters reassemble themselves into the familiar logo of Universal Pictures, and the tone is set for a humorous yarn in which codes and anagrams are vital elements.

NN Screen Scene

It's one of those films which must have looked, on paper, a sure-fire mega-hit. A cast with trans-generational, trans-racial appeal (Robert Redford, Sidney Poitier, River Phoenix), a story involving fun and games with computers, lots of gags, lots of action, an intriguing collection of supporting characters... and it's been playing to virtually empty cinemas throughout the western world.

It's all quite mysterious and serves to underline the adage that, when it comes to predicting box office success or failure, "Nobody knows anything." As diverting a comedy-thriller as anything likely to be released in the next 12 months, it also provides a reminder of why such old pros as Redford and Poitier have thrived for as long as they have. So why did it flop so badly? Answers on a postcard, please, to Messrs. Universal. They'd love to know.

In 1492, Christopher Columbus became the first European to land in America. Unless he wasn't. He thought he'd arrived in China and in any case, one school of thought maintains that actually a bunch of Vikings discovered America circa A.D. 700, but decided it wasn't worth mentioning. In any event, 500 years on, the movies have certainly discovered Christopher Columbus.

Most impressive of the "anniversary" pictures is **1492 — Conquest of Paradise** with Gerald Depardieu as Signor CC, and Ridley Scott (*Alien*, *Blade Runner*) in the director's chair. The film divides neatly into three. First, the European section, with Columbus trying to raise the finance for his voyage at the Spanish court — a dark and dangerous place in the 15th century then the hardships of the voyage itself; and lastly the landfall and its aftermath, with the new community crum-



River Phoenix, David Strathairn, Dan Ackroyd and Robert Redford making a recce in the comedy-thriller *Sneakers*.

bling under the onslaught of greed, violence and religious bigotry. It's one of those rare films which actually justifies the publicist's label of "epic."

Two other Chriscol pictures are released to the Fleet on video only. **Christopher Columbus — The Discovery** isn't bad, but does seem a touch anaemic alongside the Ridley Scott version. It also makes the mistake of spending far too much time hanging around in Spain — the film is halfway over before the *Nina*, the *Pinta* and the *Santa Maria* finally

weigh anchor and head west. However, it does have Marlon Brando glowering away impressively as the heretic-hunter Torquemada and, most eccentrically, it has Tom Selleck sporting a wig that, at least to British eyes, irresistibly recalls the great Max Wall.

Finally, sidling up alongside its bigger and better, sporting a red nose and with a daft grin on its face, comes the British contribution: **Carry On Columbus**. It's been 15 years since the last entry in the series, and time has thinned the ranks of the original team: no more S. James, no more K. Williams, no more H. Jacques. Replacements include Sara Crowe of Philadelphia Cheese fame, and Julian Clary, who makes old Charles Hawtry seem in retrospect as macho as the Terminator. Otherwise, though, it is good to meet so many old friends again — meaning the jokes, of course, not the cast.

— Bob Baker

Decent chaps, headhunters!

WHEN Rear-Admiral Steve Ritchie joined his first surveying ship in 1936 the techniques of sounding with lead and line and fixing with sextants and station pointers differed little from those in use 150 years earlier. Within his working life he saw these methods superseded by computerised surveying and automated cartography.

In *No Day Too Long — An Hydrographer's Tale* (Pentland Press £15.50) he shows how the spirit and aims of the service inspired by Captain Cook — who might have become the first Hydrographer of the Navy had he survived his third Pacific voyage — remain unchanged, however.

Prince Rainier of Monaco, whose great-grandfather Albert I was an oceanographer of world renown and invited the International Hydrographic organisation to set up its Bureau there, provides a foreword.

Ritchie was for ten years President of the IHO's Directing Committee after retiring as the 19th Hydrographer in 1971. His *Serene Highness* records a period that saw significant advances in international collaboration and technical progress.

"... last but not least we are proud to count him as one of our distinguished boule player champions!"

Wharton, one of the great Hydrographers of the late Victorian age, summed up the appeal of what might seem to some to be a sideline — certainly largely unsung — of naval endeavour.

"The accuracy of the work of each assistant, when proved, is an infinite gratification to him, and he has also the continual satisfaction of feeling that of all he does a permanent record will remain, in the chart which is to guide hundreds of fellow seamen on their way."

What is less apparent, as Wharton also observed, is that in hydrographical surveying "every day has its incidents."

Some of those that have filled Ritchie's days colour a surprisingly varied and entertaining memoir. After overcoming pressure to join the gunnery branch — occa-

sioned by his stentorian performance in conducting battalion drill — he set off for the China Station to join HMS Herald.

War service took him from home waters to the Middle East, Italy and back home again and then, in the aftermath, after the post war clearance task, back to the Far East, where HMS Sharpshooter enjoyed the hospitality of the Ibans of Sarawak, spending a night in a longhouse where rows of smoked heads hung from the rafters. In some ways, the Ibans were more civilised than many people the RN has hosted, however.

"Living communally as they did, (they) had no conception of privacy and felt free to board the ship at any time and wander where they pleased, a practice we did not oppose. Not one article of any description was stolen during the five weeks it took us to reach Sibiu... during this time we estimated we had played host to about 2,000 Ibans."

On to the Persian Gulf, then to Bermuda in Challenger, his first surveying command which led to a world-circling voyage; to the Pacific plumbing the depths of the Marianas Trench; New Zealand; the Gulf again and back home to command HMS Vidal, which he took to the West Indies — and then to the final accolade of the post of Hydrographer, which he held for six years before moving on to two terms as President of the Directing Committee at Monaco.

Few naval careers, indeed, can have been as rewarding — and since so few books on hydrography have been written this century, this one is a timely reminder of the attractions of a calling that is of benefit to every mariner and in which the Royal Navy may still be said to lead the field.

— JFA

LEAVING THE ARMED FORCES AND WANT TO OWN YOUR OWN HOME?

A unique new scheme can now help you buy a home of your choice at a price you can afford.

A national initiative for service personnel affected by the 'Options for Change' Review is being operated by the Joint Services Housing Advice office (JSHAO) in conjunction with three housing associations. Under the scheme you can buy a share in the home of your choice as an affordable alternative to renting.

Do-it-yourself Shared Ownership (DIYSO) enables you to purchase between 25% and 75% of your new home.

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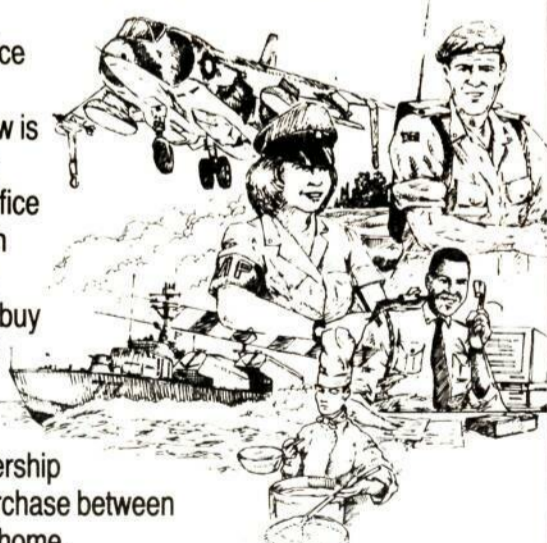


Moat Housing Society
☎ 0732 457616

North of England



North British Housing Association
☎ 0772 824441



Naval Lincs

LIEUT. Ernie Coleman, whose search for the grave of Arctic explorer Sir John Franklin was featured in Navy News in November, sets out more nautical links with his home county in *The Royal Navy in Lincolnshire*, (Richard Kay Publications £12).

The hundreds of thousands of wartime ratings who passed through HMS Royal Arthur at Skegness may be less keen on this part of the world but it boasts many notable connections with the Senior Service, including Captain John Smith (the "Admiral of New England" befriended by Pocahontas), Matthew Flinders, Sir Joseph Banks (who explored the coast of Australia with Captain Cook) — and, most useful of all, perhaps, John Harrison, whose chronometer first allowed the accurate fixing of longitude.

There are many stories of places and ships here, such as the air station at Killingholme and the original HMS Daedalus, lost to the Royal Air Force in 1918 to become RAF Cranwell.

Coleman notes "a minor revenge" when many years later as dawn broke on the day of their passing out parade, the cadets woke to find the aircraft on display had "Fly Navy" painted on the side...

— JFA



ORAM BREAKS HIS SILENCE ON THETIS

IT IS Captain Joe Oram's singular misfortune to be remembered in association with the Submarine Service's most spectacular peacetime disaster, the loss of HMS Thetis in the long nervous summer of 1939.

As the most senior officer on board and one of only four survivors out of 103 he had to bear the opprobrium of some of his fellow officers who misunderstood the circumstances of his brave attempt to summon help.

In his autobiography, *The Rogue's Yarn* (Leo Cooper £17.95), dictated shortly before his death to Wendy Harris, he breaks a long silence to describe the harrowing ordeal that "irrevocably changed him".

Oram was a passenger in plain clothes in the Thetis when she embarked on her trials in Liverpool Bay. At 45 he was ten years past today's cut-off age of requalification in the Submarine Escape Training Tank and had not practised the drill for the primitive escape apparatus then in use for several years.

Thetis, brought to the bottom by the accidental flooding of one of her torpedo tubes, had already been submerged for 16 hours when the need to identify someone to take a rescue plan to the surface became imperative.

That someone needed to have comprehensive knowledge of the situation, solid submarine experience and the ability to force action at the highest level without having to go through a lot of red tape.

Oram was the obvious candidate. Though his brain was already befuddled by CO₂ poisoning — the boat had twice her normal complement on board — he was aware that he

could be swept away and drowned even if he survived the ascent and insisted that the details of the plan be secured to his wrist in a watertight packet.

Mindful of his unfamiliarity with the DSEA equipment, he wanted someone to accompany him — and selected Lieut. Woods, unaware that it was he who had been responsible for opening the rear door of the tube and sinking the boat.

Desperate

"He was ready to volunteer for anything to redeem this error... The poor man must have been desperate to do anything he could to help his shipmates who were now in dire distress."

Their first attempt at breaking out of the escape chamber was aborted when Oram failed to operate the DSEA's breathing system correctly ("Had the wheel of consciousness ceased to turn for a few vital seconds?") but when they eventually broke the surface Oram "practically hit the boat that was waiting for us."

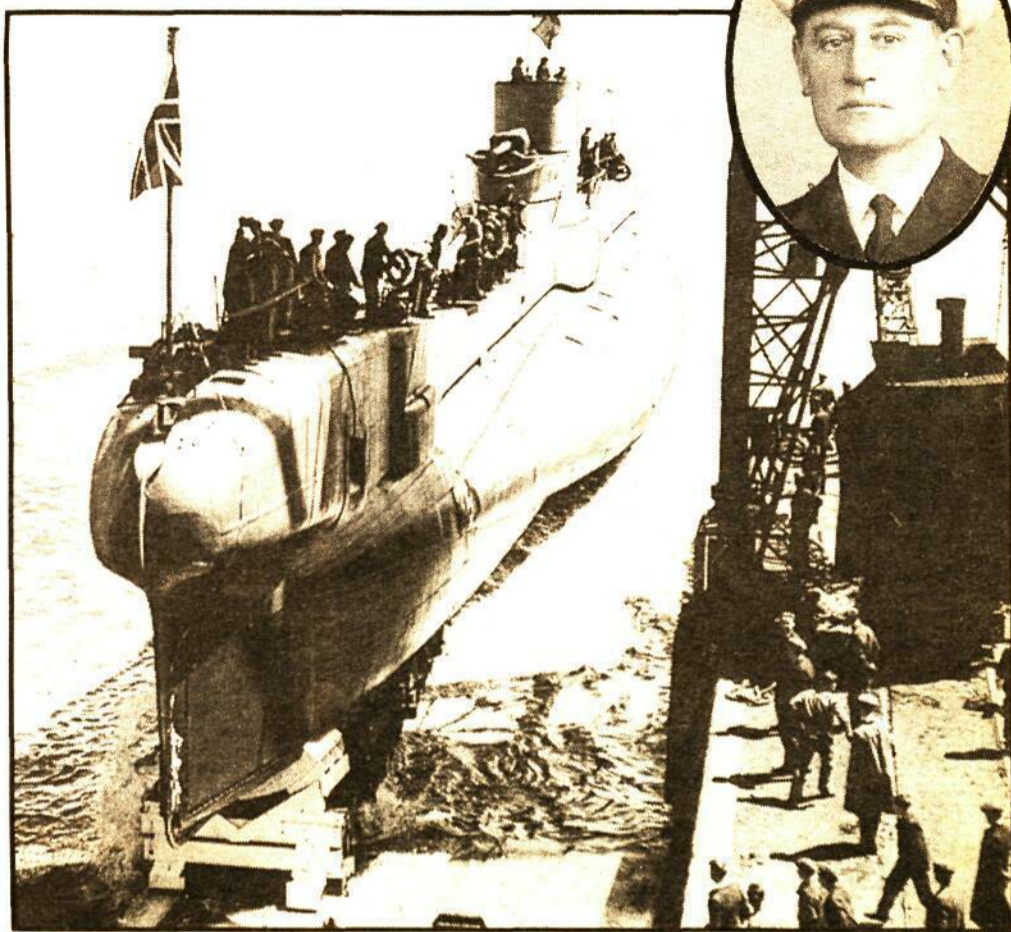
What followed was for Oram much worse than the trauma of his own release. Only two more of Thetis's company followed him — and despite the fact that the submarine's tail protruded from the surface, cutting gear of sufficient power was not available in time to break into her before she slipped below with the turn of the tide.

Nine-nine men, many of them employees of her builders Cammell Lairds, died in her. Captain Oram's contribution

to both technical and operations sides of the Submarine Service are undeniable. Many innovative devices for the improvement of equipment and procedures which sprang from his fertile imagination were adopted into naval use and his influence on officer selection and training persists to this day.

As amanuensis to one of the Submarine Service's imperishable characters, Wendy Harris has helped put into perspective the career of one who deserves to be remembered less as a survivor than as one who may have ensured the survival of countless others.

— JFA



Above: The launch of HMS Thetis in 1938. Inset: Capt. Oram.

A fiendish coal scuttle!

THE American Civil War may not have seen a struggle between great fleets, but the incredible variety and strangeness of the units that did come to blows makes it one of the most fascinating of all contests afloat.

The graceful lines of the steam frigates and the unlikeliest-looking iron-clads and armoured paddle steamers that plied the great rivers of the western theatre are featured in *The US Civil War Military Machine* by Ian Drury and Tony Gibbons (Dragon's World £25), which vividly portrays an extraordinary era in naval operations "at the cutting edge of contemporary

technology".

The Union and Confederate navies were the first to fight a succession of battles with armoured warships. Their use of the ram was observed with particular interest in Europe and helped spur a generation of naval officers down a tactical blind alley.

Batteries

The re-emergence of the ram as a naval weapon was occasioned by the seeming invul-

nerability of armour to gunfire — the monitors that engaged the batteries at Charleston in the summer of 1863 suffered a total of 629 hits, none of which penetrated.

But the technique was not as easy as it looked and was, of course, highly dangerous for the attacker. The narrow waters of the Mississippi and the remarkably slow speed of some of the ships involved help account for the frequency of ramming in the Civil War — a unique period in naval warfare that

saw a combination of engineering genius and incredible improvisation.

The use of mines, submarines and torpedoes makes a particularly fascinating episode. One of the most fiendish devices was the "coal torpedo" employed by Confederate saboteurs. This was an iron lump containing a powder charge, coated in tar and rolled in coal dust which would be introduced into coal depots so that it might eventually blow up a ship's boiler. — JFA

Sinking money into a dinghy

EVEN a small boat can be a hole in the water into which you pour money — this book will help cut the costs of ownership and increase the enjoyment.

Looking After Your Dinghy (Adlard Coles Nautical £9.99) is full of commonsense advice combined with easy-to-follow illustrations.

Terry Smith explains problems such as flexing, hard spots and wicking and sets out the appropriate remedies. Since so much messing about with, rather than in, boats is done in the winter, for instance, it is worth remembering that paints and resins will not dry at all if the thermometer falls below 7°C.

It's no good adding liquid driers — they will create an imbalance in the ingredients. If necessary, heat the workshop beforehand and keep it warm for two or three hours after. Don't use paraffin heaters as they give off water vapour — and you may have to give up your lunchtime visit to the local, for the best time for painting and varnishing is around midday when the air is driest. Is it all worth it, you ask?

— JFA

WHY THE NAVY'S STILL ROCKING AFTER ALL THESE YEARS

BY the beginning of the 17th century we had developed a sweet tooth for currants and raisins — and naturally wished to pay as little as possible to gratify it.

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Survival

And so it has remained. In *The Royal Navy at Gibraltar* (Maritime Books £19.95) Tito Benady celebrates nearly 300 years of history, in which Gibraltar has been in-

separable from the story of the Empire, playing a vital role in almost every major conflict in which its survival has been threatened.

In recent times, Gibraltar became linked with the survival of its most remote outposts. In the Falklands War, half a world away, its influence was felt. Most of the active Fleet was there when the Argentine invasion took place and would thus supply the vanguard of the Task Force.

Through the golden age of the sailing Navy which laid the groundwork of British expansion, the Great Siege of 1779-82, the French Revolutionary Wars, Trafalgar and the century of supremacy that followed, through two world wars and beyond — Gibraltar has always been value for money. — JFA

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Reunions

Combined Operations Museum, Inverary: Details of the proposed reunion to be held on May 17-19 can be obtained by sending s.a.e. to Mr. J. Jepson, Combined Ops Museum, Cherry Park, Inverary, Argyll PA32 8XE (tel. 0499 2203).

1840 Helicat Squadron (HM Ships Indefatigable, Speaker and Indomitable): A 50th anniversary reunion will be held at RN air station Yeovilton in March. All who served in the squadron in 1944 contact Barry Nation, The Clock Tower, Hatch Court, Hatch Beauchamp, Taunton, Somerset TA3 6AA (tel. 0823 480208).

HMS Cossack, 8th Destroyer Flotilla (1945-59): The second reunion will be held at TS Cossack, London Rd., Crawley on May 12-16. Details from G. W. Toomey, 1 Parkhurst Rd., Prenton, Birkenhead, Wirral L42 9LA (tel. 051 608 6831).

Eighth Destroyer Flotilla: A reunion will be held in Portsmouth in September. Details from Cdr. O. Wright, 15 Boyne Hill Road, Maidenhead, Berks. SL6 4HQ (tel. 0628 23294).

610, 611 and 613 Squads. RM. Deal, 1946: Past members of the squad interested in a reunion should contact Pat Webber, 51 Colchester Rd., Ipswich, Suffolk IP4 3BT (tel. 0473 258763).

HMS Crossbow: A reunion for all commissions will be held in the Union Jack Club, Waterloo, London on April 16. Details from Barrie Edmonds, 129 Churchgate, Southampton PR9 (tel. 0704 214232).

RN Artificer Apprentices, Collingwood Division, 1943 entry at RNATA Torpoint: A 50th anniversary reunion will be held in Portsmouth on July 28. Details from Dave Watkins on 0883 713654.

S64: A reunion to commemorate the 25th anniversary of the class has been arranged for Sept. 11-12. Serving and non-serving members of the class who would like to attend should contact CCMEA(H) D. Dams, HMS Sultan, Gosport PO12 3BY for further details.

HMS Cumberland (1927-58): The fifth annual reunion will be held at Great Yarmouth on April 2. Details from D. J. Draper, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ. Anyone wishing to join the association should also contact D. J. Draper at the above address.

457 Squad RM Deal 1946: For details of the first reunion contact S. R. Houghton, Beech Lee, Launton, Nr. Bicester OX6 0DP (tel. 0869 247194).

Sherborne RNA Hospital buffet lunch will be held at The Crown Inn, Greenhill, Sherborne on April 24. All staff and ex-patients are welcome. Tickets, £9 (cheques made payable to Mrs. D. Schofield) are available from Mrs. D. Schofield, The Bungalow, Watling Street, Hickliffe, Leighton Buzzard, Beds LU7 9NF (tel. 0525 210867).

HMS Manchester Assn. will hold their annual AGM and reunion on board SS Shield-hall, Ocean Village, Southampton on May 21. Details, enclosing s.a.e. from D. Lyons, 4 Janson Rd., Shirley, Southampton SO1 5FW.

3 Cdo BDE Air Sqn: A 25th anniversary celebration will be held at RN air station Yeovilton on July 10. All ex-serving members and their wives will be welcome. Details from Lieut. West or WO2 P. Beeston on Yeovilton Mil. ext. 6315 or 0935 456315.

North Russia Club will hold their reunion dinner at the Streton Hotel, Blackpool on March 27. Details from Les Jones, 35 Near-gates, Charnock Richard Chorley, Lancs PR7 5EY (tel. 0257 791632).

HMS Cavalier Assn. wishes to contact all destroyer associations with a view to inviting members to celebrate HMS Cavalier's 50th birthday in 1994, time and date as yet to be arranged. Details from Sid Anning, 14 Kipling Gdns., Plymouth PL5 3DD (tel. 0752 768201).

The Pembroke 84 Club will be holding a WOs' and SRs' Stewards reunion dinner at Chatham on June 11. Details from WO T. J. N. Coleman, c/o The Wardroom Mess, HMS Nelson.

HMS Ships Lynx, Wasp, Robertson and Allenby: A reunion will be held in September as a prelude to the 1994 commemorations when the Hellfire Corner medal will be struck. Details from K. Flint, 77 Lydia Rd., Walmer CT14 9JY (tel. 0304 369538).

11th Destroyer Flotilla (1943-45): Any former ship's companies of HM ships Raider, Roebuck and Relentless who are interested in attending the fifth reunion and 50th anniversary of the commissioning of their sister ships HMS Rocket contact Bill Clitheroe, 48 Lower Fosters, New Brent St., Hendon NW4 2DH (tel. 081 202 5996) or Ted Brunt, 29 Templar Place, Hampton, Middlesex TW12 2NE (tel. 081 941 5945).

HMS Garies K475: To commemorate the 50th anniversary of the ship commissioning in the USA, a reunion will be held on Sept. 3. Details from Putty Read, 37 Cottesmore, Hanworth, Bracknell RG12 7YL (tel. 0344 55072).

HMS Khedive, 808 and 899 NAS: Anyone wishing to attend this year's reunion please send s.a.e. for details to Peter Embleton, 3 West View, Nunroyd, Heckmondwike, West Yorks. WF16 9HA (tel. 0924 400208).

HMS Dorsetshire Assn. will hold their 51st anniversary reunion at the Royal Fleet Club, Morice Sq., Devonport on April 9-11. Details from Bert Gollop, 3 Colishall Close, Ennescliffe, Plymouth PL5 2PA (tel. 0752 360478).

846 Sqn. (1943-45): The 50th anniversary reunions will be held in Birmingham on April 24 and Manchester on Sept. 24-26. Details from Ted Billingham, 9 Micklegate,

Brewood, Staffs. ST19 9JF (tel. 0902 850517).

HMS Decoy (1967-70): The sixth reunion of the D106 Association will take place in Plymouth on April 16-18. Details from Dave Worthington, 1 Tredis Cottages, Tredis, Shevicks, Cornwall PL11 3ER.

HMS Newfoundland Assn. (1942-59) will hold their fifth reunion at the Royal Sailors' Home Club, Portsmouth on May 1-2. Details from Tom Roxby, 8 Lindale Close, Buglawton, Congleton, Cheshire CW12 2DG (tel. 0260 279819).

HMS Victorious (1941-45) Reunion Assn: The 10th annual reunion will take place at Yeovilton on May 14-16. Details from B. M. Evans, Bryn Deryn, Lon yr Eglwys, St. Brides Major, Bridgend, CF32 0SH (tel. 0656 880459).

HMS Dido: A final reunion and farewell dinner will be held at the Moat House Hotel, Bolton on September 11. Details from A. G. Brothie, 1 Nourse Dr., Heacham, Norfolk PE31 7SD, enclosing s.a.e.

HMS Opportune: A final commission dinner-dance will be held at Bay House School, Alverstoke, on June 12. Tickets, priced £15 (cheques made payable to The HMS Opportune Welfare Fund), are limited and can be obtained from The Welfare Fund Treasurer (Tickets), HMS Opportune, BFPO 351.

HMS Opportune will be holding a reunion mess dinner for current and ex-serving officers over the last 27 years to be held in HMS Dolphin on June 4. Details from the Wardroom Mess Manager, HMS Dolphin, Gosport, Hants. PO12 2AB.

HMS Renown (1939-48): The sixth annual reunion and dinner will be held at The Royal Fleet Club, Devonport on October 2. Details from John Roche, 71 Glenholt Rd., Glenholt, Plymouth PL6 7JD (tel. 0752 775926).

HMS Surprise 1953: Anyone who served in HMS Surprise at the time of the Coronation review of the Fleet in June 1953 please contact Bob Bucknall on 0279 730776 with view to a reunion later this year.

DNOA(E)s, E. Appointers and OPS(E)s: The move to Portsmouth of the Naval Secretary's Department in April 1994 means DNOA(E) will move out of its site in Ripley Block. To celebrate/commemorate this change a dinner is to be held for all ex-Directors, Appointers and OPS(E) in Feb/March 1994 in London. Anyone interested contact Lieut.-Cdr. C. J. Menlove-Platt, RM 12, Ripley Block, OAB, Spring Gdns., Whitehall, London SW1A 2BE. Any information on predecessors and successors would also be gratefully received.

HM Ships Hecia, Hydra, Hecate and Herald (Ocean Survey Ships): All past and present members of these ships' companies are invited to join the newly-formed "H" Boat Association which will hold its first AGM and reunion in Portsmouth on July 3. Casualties carried during the Falklands Campaign are eligible to join as honorary members. Details, enclosing s.a.e., from Mr. J. Erskine, The Elms Guest House, 48 Victoria Road South, Southsea, Hants PO5 2BT (tel. 0705 823924).

HMS Howe Assn. will hold their next reunion at the Royal Sailors' Home Club, Portsmouth on March 27. Details from Reg Goldsmith, 28 Hamton Cres., Totton, Southampton SO4 3PA (tel. 082927).

HMS Chichester JRs' mess 1960: Any members of the JRs' Mess 7 on board during her Mediterranean deployment in 1960-61 please contact Lieut. Bill Rosewell on 0232 427040 or 0329 665143 with view to a reunion.

TS Tuscan: The 50th anniversary of the unit will be celebrated at Deeside RNA on April 17. All who have been connected with the unit, as well as former shipmates of HMS Tuscan, are invited. Details from Lieut. Thomas on 0352 762287 or 0978 762251.

HMS Ark Royal (3) Boys' Assn. are holding their annual reunion and dinner at the Royal Sailors' Home Club, Portsmouth on March 31. Any member of the ship's company wishing to attend contact George S. Roe, 17 Church Mews, Sutterton, Lincs. PE20 2LE, (tel. 0205 460103).

P&O Submariners (1960-93): The third annual reunion will be held at the Oak Villa Social Club, Ferndale Rd., Weston Mill, Plymouth on August 7. Details from Ken Woods on 0752 553410 (day) or 341685 (eves.).

Air Warfare Dinner: After a break of several years an Air Warfare dinner will be held at RN air station Portland on June 4. Details from Lieut.-Cdr. Mike Todd on 0935 840551 ext. 5523 or Mrs. Alison Cartledge, Air Warfare Instructors School, RN air station Yeovilton ext. 5561.

HMS Cleopatra Old Shipmates Assn. will hold their eighth reunion at The Falstaff Hotel, Leamington Spa on May 15-16. Details from F. E. Daniel, 45 Glebe Rise, King's Sutton, Banbury, Oxon. OX17 3PH, (tel. 0295 810024).

HMS Royal Arthur Assn. will hold their annual reunion at Skegness on May 6-10. Any other HMS Royal Arthur personnel not yet a member of the association and wishing to join should send brief details, plus £5, to the Registration Secretary, Mr. J. Stephens, West View, Buckthorpe Ave., Skegness, Lincs. PE25 3DE.

HM ships Vandal and Untamed (1943): The Scottish branch of SOCA are holding an Act of Remembrance in Dunoon on May 8-9 to commemorate the loss of the sub-

marines 50 years ago. Relatives of any of the crew who may wish to attend, or anyone else who is interested in the occasion, should contact D. E. Barlow, 23 Douglas Dr., Dunfermline, Fife KY12 9YG, (tel. 0383 737511).

HMS Gloucester (1939-41): The "fighting G" club will be holding their annual reunion at the Royal Fleet Club, Devonport on May 14-16. Details from Jan Gardiner, 3 Chestnut Ave., Horndean, Waterlooville, Hants PO8 9EA, (tel. 0705 591345).

Telegraphist Air Gunners Assn. will hold their 46th anniversary memorial weekend at HMS Daedalus on May 15-16. Details from Stewart Crawford, 27 Glenville Gate, Busby, Glasgow G76 8SS, (tel. 041 644 5080).

HM Tribal Class Destroyer, 10th Destroyer Flotilla and Force 26: Anyone who served in the above are welcome to attend a reunion in Blackpool on May 14-17. Details, enclosing s.a.e., from John Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY.

848 Sqn. Malayan Emergency, 1950s: A second reunion to celebrate the 50th anniversary in October. Details, enclosing s.a.e. from Les Smith, Oakdale Lodge, Hopwood, Alvechurch, Worcs. B48 7AT.

Keppel Artificers Assn. 1944: A "dummy-run" for the 50th anniversary will be held in May. Details from Tom Holland 0705 377378.

HMS Snowflake: A reunion dinner will take place at the Angel Hotel, Leamington Spa on May 8 to commemorate the 50th anniversary of convoy battles HX231 and ON55. Any shipmates not yet in touch contact Cyril Hutton, 6 St. Mary's Rd., Cowes, Isle of Wight PO31 7SU, (tel. 0208 293160).

Ton Class Minesweepers/Hunters Assn. will hold their sixth reunion at the Castle Norbreck Hotel, Blackpool on Nov. 5-7 and not as previously published. Details from Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall PL22 0QF, (tel. 0208 872452).

RN Patrol Service Assn., Grimby Branch, are dedicating their standard at St James Church, Grimby on May 9. Details from J. S. Paterson, 36 Sixhills St., Gt. Grimby DN32 9HW, (tel. 0472 352476).

Fast Minelayers Assn. (South West Section) will hold their next reunion at the Royal Fleet Club, Devonport on March 27. Details from Gordon Ferris, 17 Coombe Road, Dartmouth (tel. 0803 833740).

HMS Hermes Assn. will hold their next reunion at the Royal Fleet Club, Morice Sq., Devonport on April 22-24. Details from P. J. Baptie, 16 Virginia Close, New Malden, Surrey KT3 3RB (tel. 081-949 5648 eves.).

HMS Bullen K469: The fifth reunion will take place at St Edmunds Hotel, Gorleston, Great Yarmouth on April 24. All those not already in contact, including shipmates who served in HMS Goodall, contact C. W. Billverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

HMS Orion Assn. (1934-48): A reunion will be held at Birmingham United Services Club on April 23. Details from D. Kent, 54 Dowhills Park, Blundellsands, Liverpool L23 8ST.

SM1 Senior Rates will be holding a formal mess dinner in HMS Dolphin on April 7 to mark the demise of the squadron. Details from CCMEA Mick Doyle on 0705 610262.

HMS Lance Assn. will hold their annual reunion at the Civil Service Club, Great Scotland Yard on April 24. Details from Jim Bennett, 111 King Charles Rd., Surbiton, Surrey KT5 8PQ.

HMS Andrew (last commission): A reunion will be held in the Royal Fleet Club, Morice Sq., Devonport on April 10. Details from Stormy on 0474 334921.

HMS Nelson (Battleship) will be holding their eighth reunion in HMS Nelson on May 15. Details from G. Treadwell on 0705 521504.

HMS Broadsword: The Lord Mayor Elect of Chester, Cllr. Margaret Byatt, invites all those who have served and are currently serving, in HMS Broadsword to attend a reunion dinner on May 31. Details from Mrs. Wendy Healis, Town Hall, Chester, CH1 2HJ (tel. 0244 324324 ext. 2126).

849 Sqn. will be holding their 50th anniversary reunion at RN air station Culdrose on June 11-13. Details from Lieut. Lynch on 0326 557229 or Lieut. King on 0326 557525.

Fleet Air Arm Armourers Assn. will hold their fourth reunion in Coventry on April 3. Details from Mick Holdsworth, Aylesham Lodge, Adisham Rd., Barham, Canterbury CT4 6EY.

HMS Burnham Assn. will hold their next reunion at Burnham-on-Sea on April 23-25. Details from Sam Longford, 50 Drew Gardens, Greenford UB6 7QG (tel. 081 902 9001).

Hunt Class Destroyers: A reunion will be held at Birmingham Nautical Club on May 10. Details from Albert Watts, 15 Pebworth Close, Church Hill (N), Redditch, Worcs. B98 9JX (tel. 0527 60664).

26th Destroyer Flotilla (1943-45): Shipmates of HM ships Saumarez, Verulam, Virago, Vigilant, Venus, Volage, Myngs, Kempenfelt and survivors of HMS Hardy are invited to the 10th reunion to be held at the Victory Club, HMS Nelson, on June 5. Details from Jack Greenwood, The Chalet, Tyburn Lane, Pulloxhill, Beds. MK45 5HG (tel. 0525 712379).

HMS Tenby (1969-73): A reunion will be held at the Nautical Club, Bishopsgate St., Birmingham in June. Details from Jeff Mays on 0344 59368.

Over to You

Nancy Heather Parratt, WRNS (1943-46): Prof. Peter Davison, 1 Hughes Close, Marlborough, Wilts. SN8 1TN (tel. 0672 515343), is editing the work of George Orwell and would like to contact Nancy Parratt who once worked as a secretary for the writer. She was released in May 1946 at HMS Pembroke and may have gone to live in the USA.

HMS Warspite Assn: Capt. Donald Ross, a great friend of the Warspite Association, was awarded the Congressional Medal of Honour at Pearl Harbour for almost single-handedly keeping his battleship USS Nevada afloat despite serious injury. Members of the association may like to know that Capt. Ross died last year and his memorial service was held on board USS Nimitz. In December last year President Bush announced, on the anniversary of Pearl Harbour, that a new destroyer, DDG-70, would be named USS Ross in his honour.

HMS Rotherham 1945: When the ship executed the surrender of the Japanese at the naval base in Singapore in September 1945 the dockyard gate was renamed Rotherham Gate. If anyone can supply a photograph of the gate contact Bob Sandford, 6 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk.

HMS Eagle (1957-59): Mr. M. C. Ponter, 82 Brambleside, Kettering, Northants NN16 9BP (tel. 0536 416020) would like to hear from anyone who has an end of commissioning book.

HMS Kimberley: Anyone who knows the whereabouts of the ship's bell contact J. Davies, 8 Hampshire Ave., Newport, Gwent NP9 0QJ.

Act. LStk A. V. Jennings: R. Scollick, 10 Chatsworth Dr., Sittingbourne, Kent ME10 1TW (tel. 0795 478267) would like to hear from the family of LStk Jennings as she has been given his engraved 1914-18 war medal which she would like to return to his relatives.

HMS Tiger: David Mann, 63 Hillside Cres., Harrow, Middx. HA2 0QU would like to hear from anyone who served in HMS Tiger. His wife, Cathy Wills, who died in 1990, was blinded during the Blitz and was later adopted by the ship's company — when she was aged 16 or 17 she attended a reunion dinner with them in London.

Calling Old Shipmates

Majestic Caledonia 1937 Boys 1939 Assn.: Anyone knowing the whereabouts of Tommy Barrett who joined the Navy with Harry Clark in 1939 contact Jim Darbey, 11 Lindsay Rd., Hartlepool, Cleveland TS25 3RR.

HMS Tyrian (1954-55): Mr. H. T. C. Sims, 37 Knightsbridge Ave., Rustington, Littlehampton, West Sussex BN16 2HW (tel. 0903 774778) would like to hear from Ord. Sea Selmes.

Greece 1940-41: RN, Army and RAF old comrades interested in attending a reunion in Clacton in Oct. or contributing to funds for a memorial at Kalamata contact Edwin Horlington, 163 Walton Rd., Walton on Naze, Essex CO14 8NE (tel. Frinton 677178).

RN Division 1914-19: Anyone who has information about Ord. Sea. Arthur William Beckett who served in Anson, Hood, Victory, X Btn. and Victory V1 4th Btms. and Henry James Beckett, who served in the Hood Btn. contact B. A. Clayton, 4 Mallaby Close, Shirley, Solihull, West Mids. B90 2PW.

HMS Ursa (1955-58): Any shipmates of the first commission who wish to attend a reunion contact Ex-MEI Brian Croucher on 058 080 448 or ex-REM1 Boots Allum on 0256 893596.

HM Ships Whitshed and Worcester (16th Destroyer Flotilla): H. L. T. Davis, 10 St. Tathan's Place, Caerwent, Newport, Gwent NP5 4AL and D Bond, 7 Laurel Rd., Lowestoft, Suffolk NR33 0NF would like to hear from former shipmates.

HM ships Haitan and Maraga (1943-45): Ex-Jetty Quartermaster Jack Coulter, 16 Longhouse Rd., Mixenden, Halifax, West Yorks. HX2 8RE (tel. 0422 249550) would like to hear from former shipmates including Joe (Rammy) Ryan, Alex (Lex) McCracken, John Cormack and Scoop of the ADDU Broadcasting Corporation.

HMS Javelin 1939: W. J. Hilby, 21 Birchley Rd., Billinge, Nr. Wigan would like to hear from former shipmates, in particular anyone who has a photograph of the ship after she was torpedoed in the Channel [featured in a biography of Earl Mountbatten].

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

This month saw the climax of the Battle of the Atlantic with the country brought near to defeat. In the first twenty days we lost over half a million tons — 107 merchant ships — in the North Atlantic alone and the U-boats were close to cutting the sea link between the Old World and the New.

To the operational staff it appeared possible that the convoy system was no longer effective. They were not to know that a breakthrough with de-coding of the U-boat signal traffic, the advent of Support Groups as more escorts became available, the increasing availability of escort carriers and the very long range aircraft that closed the mid-ocean gap were to turn the tables on the U-boats with astonishing rapidity. Even as early as the last ten days of the month the sinkings had dropped to fifteen ships.

- Principal events included:
- 4: HMC ships St. Croix and Shediak sank U-87 in the N. Atlantic. RAF Hudson sank U-83 off Cartagena.
 - 7: RAF Fortress sank U-633 in N. Atlantic.
 - 11: Convoy HX228 attacked by U-boat pack. HMS Harvester rammed and later, with Free French ship Aconit, sank U-444. Harvester, immobilised by the ramming, was then sunk by U-432 which, in turn, was sunk by Aconit.
 - 12: HMS Lightning sunk by German U-boat off Bizerta. HM submarine Turbulent presumed sunk by anti-submarine craft off Bastia in Corsica.
 - 13: HMCS Prescott sank U-163 off Cape Finisterre.
 - 14: HM trawler Moravia sunk by mine off Sheerness. HM submarine Thunderbolt (ex Thetis) sunk by Italian corvette off Cape St. Vito.
 - 19: HMS Derwent hit by circling torpedo in air attack on Tripoli Harbour. Salvaged and towed to Plymouth but not repaired.
 - 20: RAF Sunderland sank U-384 in N. Atlantic (Convoy HX229/SC122).
 - 22: HM gunboat Aphid bombed Gabes in Tripolitania in support of Army advance.
 - 25: RAF Fortress L/206 sank U-469 south of Iceland.
 - 27: HMS Dasher, escort carrier, sunk by accidental petrol explosion and fire in the Firth of Clyde. RAF Fortress L/206 sank U-169 in N. Atlantic, her second kill in three days. HMS Laforey and Polish ship Blyskawica carried out feint landing and bombardment near Cape Serrat.
 - 28: Three RAF Hudsons attacked and damaged U-77 in Western Mediterranean. She sank next day.
 - 29: HM submarine Unrivalled sank two German submarine chasers off Palermo.
 - 30: HMS Glasgow intercepted German blockade runner Regensburg inbound from Rangoon in the N. Atlantic. She was scuttled by her crew.

Taken from The Royal Navy Day by Day.

Years fly by for Jump Jet



TEST pilot Bill Bedford performed the first vertical landing by a fixed wing aircraft on to an aircraft carrier at sea exactly 30 years ago in February 1963, when he touched down on the flight deck of HMS Ark Royal in his Hawker P1127 jet (pictured above).

His success led to the development of the present-day Sea Harrier, the Royal Navy's only carrier-borne fixed-wing aircraft now in service, and, indirectly to the development also of the present-day HMS Ark Royal.

Sea Harrier aircraft played a vital role in the Falklands War, and now, 30 years after the first landing, are at sea in Ark Royal in the Adriatic ready to support British forces in Bosnia should the need arise.

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A



Shipmates show off their medals

ALL PRAISE to Peter Longstaff of Darlington for enquiring of fellow shipmate Allan Carlyle if he had claimed his medals at the end of the war.

On hearing that he did not, Peter did some delving and discovered Allan had been awarded the 1939-45 Star, the Atlantic Star, the Italy Star and the 1939 War Medal and is due yet another — the special medal being struck by the government of Malta in gratitude to those who were committed to the island's defence. The medals were presented to Allan at a special ceremony by the Mayor of Darlington Cllr. David Lyonette.

BRANCH NEWS

Royal Navy and Royal Marines personnel serving in Northern Ireland received a welcome gift from Belfast to raise their hearts over Christmas — a case of Pusser's Rum. This kind thought won a letter of appreciation from Cdr. Ross Thoburn to the branch and to Shipmate Mike Fogg, vice-president of the association.

Members of Cwmbran who served in HMS Vanguard enjoyed a "tot" and tea at County Hall as guests of the chairman of Gwent County Council, Shipmate Cllr. A. J. Huntley, also an ex-Vanguard. The occasion led to a "lamp swinging" session as good times in the Mediterranean were recalled.

Members of Peterborough enjoyed "tots" and sherry at their first meeting of 1993 which was attended by shipmates old and new, including



A WELL-DESERVED long service medal for Shipmate Audrey Lawson, secretary Durham City branch, who has clocked up 30 years service with the Sea Cadet Corps, rising to become district staff officer for the north. She has responsibility for 12 units from Guisborough, in North Yorks, to Gateshead. Lieut.-Cdr. Lawson is believed to be the first woman in the region to receive such a medal.

Picture: Sunderland Echo.

the Rev. Julian Ould, who was made an honorary member. There was a welcome also for the president of the St. Rafael Club, John Lock, who was presented with a £125 cheque.

Shipmate Albert "Hooky" Walker, of Newark, looks forward to "a good run ashore" with some German "oppos", especially those who served in U-Boats, who are likely visitors of the Fleet Review in Liverpool, to mark the 50th anniversary of the Battle of the Atlantic. Hooky, who served in HMS Seagull, contacted Hans Goetsch, who advertised in the Over To You section of Navy News last year and sent him details of the review and other anniversary events. These, in turn, were passed onto the U-boat association in Germany and have sparked off a great deal of interest.

Dressed in their best rig of white skirts, navy blazers and sashes, three female shipmates from Beccles proved a big hit when they helped man the branch float at the town's carnival. The smart trio were also called upon to make a presentation to a long-serving employee of a local firm who was ex-RN and who was honoured to see them attend the retirement celebrations. The ladies are now considering setting up an agency for more promotional events of this kind!

The 21st birthday of Telford will be celebrated later this year. Meantime, at the branch annual general meeting attended by national council member Shipmate Ron Tasker and No 8 Area chairman Shipmate Ron Coates, the branch secretary, Shipmate Clifford Wylie, stood down to be replaced by Shipmate John McIntear. Also elected as new vice-chairman was Shipmate Harry Harrison.

The branch meets on the last Tuesday of the month at Hadley United Services Club, Hadley and at lunchtime on Sunday at the Coalport Tavern, Bridge Street, Oakengates, Telford and extends a warm welcome to new recruits. Further details are available from Shipmate J. McIntear on 0952-581094.

At Edenbridge annual general meeting £450, which was raised for charities during the past year, was distributed as follows — £150 to RNA Central Charities Fund, £150 to RN and RM Children's Home, Portsmouth and £150 to other causes. The branch thanks members for their support in 1992.

An "excellent" year was the verdict when Shipmate Jack Harvey, president, addressed members at Redruth and Cambourne annual general meeting. Tributes were paid to Shipmates Bob Lewry, treasurer, Bob Ward, welfare officer and to Ron Stokes, the branch standard bearer. The branch welcomes new members to the monthly meeting, held at 8pm on the third Wednesday.

AS SOUND AS A BELL



EIGHT bells ring for Saltash branch as Mrs Gladys Pengelly, wife of the late Capt. Bertie Pengelly, is pictured with chairman, Shipmate George Wadhams, presenting a ship's bell to the branch. A kind donation from Mrs Pengelly enabled Saltash to buy the bell at a recent MOD sale.

Malta date for 1995?

AS 1995 will be the Diamond Jubilee of the Association a special effort should be made to mark the occasion. Council have therefore proposed to put a motion to conference 1993 to the effect that the 1995 reunion be held in Malta.

Assuming delegates approve the motion SAGA, which arranged travel details for the 1992 conference in Dundee, is prepared to put together a package — at a cost of £300 — for the Malta weekend (April 28 — May 1).

This will include half-board in the St. George's Holiday Complex and flights from Manchester, Heathrow and Gatwick. Those unable to travel direct to these airports will be provided with token rail tickets, free of cost.

Meanwhile, plans are under way for the 1993, conference to be held on June 19 in Portsmouth and for the biennial reunion, to be held at Butlins Holiday World, Bognor Regis from November 5-8.

Highlight of the Bognor week-end will be a concert given by the Royal Marines band CINCFLEET on Saturday evening, followed by a parade and service on Sunday.

Shield of honour



SHIPMATES Bill Wenlock, Geoff Smith and Cliff Lea, members of Wigston branch, proudly display the commemorative shield of HMS Speedy, Wigston's wartime adopted ship.

It was presented to the branch along with the

shield of Oadby's adopted ship, HMS Spheene, by Wigston district council.

While the heroic exploits of HMS Speedy are well-documented, the branch would welcome any information about HMS Spheene.

Picture: Leicester Mercury.



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Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at March 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during February.

CCMEAML — Int. (29.10.91), Nil; CCMEAL — Dry, 1; CCMEALSM — Dry, 1; CCMEALSM — Int. (27.3.92), Nil; CCWEAAD — Int. (28.7.92), Nil; CCWEAWDO — Int. (3.4.92), Nil; CCWEAWDOSM — Int. (13.11.92), Nil; CCAEAM — Int. (1.5.92), 2; CCAEAR — Int. (1.9.91), Nil; CCAEAWL — Int. (1.1.90), Nil.

PO(EW)/RS(W) — Int. (7.6.91), Nil; LS(EW)/LRO(W) — Int. (14.7.92), 1; PO(M) — Int. (14.1.92), 3; LS(M) — Int. (6.12.91), Nil; PO(R) — 268, Nil; LS(R) — Int. (12.5.92), Nil; PO(S) — Int. (13.10.92), Nil; LS(S) — Int. (15.3.91), Nil; PO(D) — 236, Nil; LS(D) — 438, Nil; PO(MW) — Int. (14.7.92), Nil; LS(MW) — Int. (7.6.91), 1; PO(SR) — 326, Nil; LS(SR) — 208, Nil; PO(SEA) — 281, Nil; CY — 236, 1; LRO(T) — 220, Nil; RS — 232, Nil; LRO(G) — Int. (24.9.91), Nil.

POPT — 289, Nil; RPO — 255, 4; POMEM(L)(GS) — Int. (30.11.91), 4; LMEM(L)(GS) — Int. (27.3.92), 1; POMEM(M)(GS) — 497, Nil; LMEM(M)(GS) — 236, Nil; POMEM(O)(GS) — 137, Nil; LMEM(O)(GS) — Int. (19.6.91), Nil; POMEM(R)(GS) — Int. (5.11.91), 5; LMEM(R)(GS) — Int. (17.9.92), 2; POCA — 103, 3; POCK(GS) — 449, Nil; LCK(GS) — Int. (10.12.90), Nil; POSTD(GS) — 697, Nil; LSTD(GS) — Int. (19.2.91), 1; POSA(GS) — 602, 5; LSA(GS) — 98, 1; POWTR(GS) — Int. (21.2.91), 7; LWTR(GS) — Int. (3.6.92), 4.

POMA — 79, 2; LMA — Dry, 5; PO(S)(SM) — Int. (19.8.91), Nil; LS(S)(SM) — 299, 2; PO(TS)(SM) — Int. (29.8.91), 1; LS(TS)(SM) — Int. (6.6.91), 2; RS(SM) — 265, 1; LRO(SM) — 94, 2; POMEM(L)(SM) — 503, 2; LMEM(L)(SM) — Int. (11.12.90), 3; POMEM(M)(SM) — 804, 3; LMEM(M)(SM) — 748, Nil; POMEM(O)(SM) — 401, 2; LMEM(O)(SM) — 136, Nil; POMEM(R)(SM) — Int. (1.9.92), Nil; LMEM(R)(SM) — 160, 1; PO(UW)(SM) — Dry, Nil; POSA(SM) — 84, Nil; LSA(SM) — Int. (18.6.92), Nil; POWTR(SM) — 101, Nil.

LWTR(SM) — Int. (20.2.92), Nil; POCK(SM) — Int. (17.10.91), Nil; LCK(SM) — 754, Nil; POSTD(SM) — 385, 1; LSTD(SM) — 645, Nil; POA(AH) — 767, Nil; LA(AH) — 669, Nil; POA(METOC) — Int. 1; LA(METOC) — Int. (16.9.92), Nil; POA(PHOT) — 275, 1; POA(SE) — 355, Nil; LA(SE) — 200, Nil; POACMN — 527, Nil; POAEM(M) — 297, Nil; LAEM(M) — 318, 3; POAEM(R) — Int. (7.3.91), Nil; LAEM(R) — 353, Nil; POAEM(WL) — 431, Nil; LAEM(WL) — 629, Nil; POAC — Dry, 2; POWREN(R) — 175, Nil; LWREN(R) — 82, 2; POWREN(RS) — 247, 2; LWREN(R)

— 196, 3; POWREN(PT) — 189, Nil; RPOWREN — 80, 1; POWRENCK — Int. (17.10.91), Nil; LWRENCK — Int. (17.10.91), Nil; LWRENCK — Int. (19.2.91), Nil; POWRENSA — 361, Nil; LWRENSA — Int. (21.2.91), Nil; POWRENWTR — 248, Nil; LWRENWTR — Int. (17.10.91), 6; POWRENWTR(G) — 215, Nil; LWRENWTR(G) — Int. (17.10.91), Nil; POWRENMETOC — Int. (13.11.92), Nil; LWRENMETOC — Int. (13.11.92), Nil; POWRENPHOT — Int. (1.10.91), Nil; POWRENAEM(M) — 287, Nil; LWRENAEM(M) — 316, Nil.

POWRENAEM(R) — Int. (7.11.91), Nil; LWRENAEM(R) — 265, Nil; POWRENAEM(WL) — 340, Nil; LWRENAEM(WL) — 336, Nil; POWRENETS — 272, Nil; LWRENETS — 74, Nil; LWRENTL — 441, Nil; POWRENWA — Int. (16.1.91), Nil; LWRENWA — 95, Nil; POWRENDHYG — 125, Nil; POWRENDISA — Int. (10.9.91), Nil; LEN(G) — Dry, Nil; PONN — Int. (12.11.91), Nil; POMA(Q) — Int. (12.3.91), Nil; LMA(Q) — Int. (10.9.91), Nil.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWRENOA — 260, Nil; POWRENTM — 847, Nil; POWRENTL — 1180, Nil.

Appointments

Rear Admiral for SMS

SURG. CAPT. Alexander Craig is to be promoted Surg. Rear-Admiral and appointed Surgeon Rear-Admiral (Support Medical Services) in succession to Surg. Rear-Admiral Frank Golden.

Other appointments recently announced include:

Capt. J. R. Smith, Captain-in-Charge Gibraltar, May 13.

Capt. P. A. Fish, Seahawk in command, May 11.

Capt. I. R. Henderson, Heron in command, August 24.

Capt. T. W. Loughran, Ark Royal in command, April 20.

Capt. J. C. Rapp, Brilliant in command and Captain 1st Flotilla, July 13.

Capt. C. D. Stanford, Coventry in command as Capt. F/CO, August 18.

Cdr. J. A. Cooper, Sovereign, Revenge and Swiftsure, in command and as

SOSM(R), January 15.

Cdr. R. A. P. Cossins, RNEOS Wyton in command, March 5.

Cdr. C. D. Stockman, Repulse (Port) in command, May 11.

Lieut.-Cdr. R. L. Bourne, Brocklesby in command, March 23.

Lieut.-Cdr. J. J. Brown, Plover in command, July 23.

Lieut.-Cdr. R. E. Snook, 810 Sqn in command, July 26.

Lieut.-Cdr. C. Riley, 819 Sqn in command, 3 July.

Lieut.-Cdr. S. W. Upright, Sceptre in command, April 27.

Swop Drafts

for any Portsmouth or Plymouth-based ship, deploying or not.

WRENSTD Senior, HMS Nelson wardroom ext. 24183, drafted HMS Invincible in April. Will swop for any Portsmouth shore base or ship not deploying.

LCK Cashmore, HMS London, drafted CCRM Lymington in May. Will swop for any Plymouth ship or shore base.

CK Dobbins, HMS Norfolk, will swop for any Portsmouth-based ship, deploying or not.

LS(MW) Halpin, HMS Alderney, drafted HMS Ribble in June. Any shore base considered.

CPOAEM(M) Sumbly, 819 Sqn, ext. 301/264, will swop for any Portland, Cudmore or Yeovilton draft.

LS(R) Strickland, ADAWS 3P Mess, HMS Nottingham. Will swop for any Portsmouth-based Type 42 or carrier or Portsmouth area shore base.

RO1(T) Clifford, HMS Nelson ext. 24205/24185, drafted HMS Brocklesby in March. Will swop for any Portsmouth-based ship, preferably not deploying.

MEM(M) Shanley, HMS Scylla, will swop for any Portsmouth-based ship not deploying or any Portsmouth area shore base.

LMEM(L) Chandler, HMS Sultan ext. 2214, drafted HMS Cumberland in April. Will swop for any Devonport-based ship not deploying, preferably Type 22.

AB(R) Jarrett, HMS Cochrane ext. 62812, drafted HMS Sheraton in April. Will consider any ADAWS shore or sea draft.

SA Mackenzie, Stores, RN air station Yeovilton ext. 6218/6219, drafted RNFAU

in April. Will swop for any Plymouth-based ship, deploying or not.

LRO(T) Murray, HMS Scylla, drafted HMS Mercury in April. Will swop for any shore COMMCEM/base anywhere.

LSA Dagg, Main Store, HMS Raleigh ext. 41248, drafted RM Deal in March. Will swop for any Devonport draft.

LMEM(L) Evans, HMS Brave, Devonport dockyard ext. 53165, will swop for any Portsmouth-based ship, deploying or not.

WSA French, ACCAN C.S.D., HMS Warrior ext. 7313, will swop for any Portsmouth shore base.

CK Lee, drafted HMS Sheffield, will swop for any Portsmouth-based ship.

WTR Findlay, HMS Invincible, drafted HMS Illustrious in June. Will swop for any Portsmouth or Scottish-based ship.

CK Busby, HMS Argonaut, drafted HMS Seahawk in May. Will swop for HMS Raleigh or HMS Drake. Contact (tel. 0752 812716) after April 20.

AB(R) Miller (CAAS) RNPHQ Plymouth, drafted HMS Dumbarton Castle in June. Will swop for any Plymouth-based ship.

RO1(G) Polley, HMS Leeds Castle, drafted COMMCEM Faslane in May. Will swop for any small ship.

AB(M) Howlett, HMS Temeraire, ext. 25722/25721, drafted HMS Sheffield in May. Will swop for any Portsmouth-based ship or shore base.

CK Parker, HMS Marlborough, drafted RN air station Cudmore. Will swop for any Plymouth shore base.

LCK Harrison, HMS Neptune, will swop for any southern or foreign accompanied shore draft, or ship in refit.

LAEM(M) Crowther, 819 NAS, HMS Gannet ext. 301, FWILL swop for any front line squadron at Cudmore (not 826).

CK Robinson, HMS Nelson ext. 24294, draft HMS Illustrious in April. Will swop for any Portsmouth-based ship, deploying or not.

WRO Carter, COMMCEM Fort Southwick ext. 5305/6, drafted HMS Invincible in May. Will consider any swop.

LCK Ward, HMS Cornwall, will swop for any ship not deploying, preferably Devonport.

RO1(T) Green, 3L Mess, HMS Scylla, will swop for any Portsmouth or Plymouth shore base or ship not deploying.

WRO1 Moxham, COMMCEM Whitehall ext. 3231, drafted Faslane in May. Will swop for any London area base.

LMEM(M) Day, HMS Liverpool, deploying in June. Will swop for any Portsmouth-based ship not deploying.

WRO1(T) Turner, HMS Liverpool, deploying in June. Will swop for any COMMCEM or ship not deploying.

WRO1(U) Gray, COMMCEM Portland ext. 2345, will consider any Scottish draft.

WSA Studd, North Corner Group, Portsmouth ext. 25009, will swop for HMS Defiance or any Plymouth shore base.

WEM(O) Hanks, Main Gate, HMS Sultan ext. 2207 (after 1600 hrs), will swop for any Portsmouth-based ship deploying.

LS(S) Morris, HMS Argonaut, drafted HMS Osprey in April. Will swop for any Devonport ship or shore base.

LSTD Grant, HMS Roebuck, will swop for any Devonport-based ship, deploying or not.

Promotions to Chief

AUTHORITY for the promotion of the following ratings to chief petty officer was issued by HMS Centurion in February:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(M) — R. Lumley (Dryad), M. C. Harvey (Southampton), M. J. Cannaby (Nelson), W. Welsh (Cambridge).

To CPO(OPS)(S) — P. J. Lymath (Dryad), To CPO(SEA) — P. Griffiths (Raleigh).

(COMMUNICATIONS GROUP) Reg. and PT.

To CCY — G. M. Sykes (Southampton), To CCCT — M. S. French (London).

WEAPON ENGINEERING

To CWEM(R) — T. J. Bates (Rooke).

SUPPLY AND SECRETARIAT

To CPOSTD — D. J. Potts (CINCFLEET).

SUBMARINE SERVICE

To CPO(OPS)(TS)(SM) — J. Curlett (Spartan, Neptune).

To CMEM(M)(SM) — R. I. McKenzie (Triumph, Captain SM2).

FLEET AIR ARM

To CAEM(M) — S. J. Knight (801 Sqn., Ark Royal).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding

officers in January:

To CPOCT(L) — A. D. Ross (MOD CNSO SCU).

To CPOMEA — I. W. Haley (CFM Rosyth), D. Hardington (Unseen), G. E. Oldham (Sultan), P. D. Payne (Defiance FMB), P. A. Tustain (Tireless).

To ACPOMEA — S. Garforth (Brilliant), R. Q. Scott Smith (Nottingham), C. D. Stevens (Sultan), P. N. Turner (Sultan), M. L. Watkins (Sultan).

To CPOAEM(WL) — P. E. Broad (RNAS Portland), D. Farr (846 Sqn.), C. W. J. Hughes (Ark Royal).

To CPOAEM(M) — R. A. Boyle (845 Sqn.), To CPOAEM(R) — N. R. Spencer (814 Sqn.).

To CPOMEA — P. M. Berry (Collingwood), E. C. Denley (Resolution, Stbd.), S. P. Doody (Cardiff), D. C. Francis (Cardiff), M. J. Gillett (London), E. M. Grant (Trenchant), P. T. Johnson (Cornwall), R. J. Knox (Nottingham), R. J. Rowlands (FOT FMO).

To ACPOMEA — A. I. Clarke (Defiance FMB), A. Oades (Liverpool), C. G. Whiting (Sirius).

To ACPOINT — D. Clemishaw (CTCRM Lymington).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in February for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — K. M. Slater (Ursula), A. J. Silverthorne (Amazon).

To ACCMEA — A. Shields (Heron), L. R. Marsh (Centurion).

Deaths

C. L. Kite, Csgt, 42 Cdo RM, Jan 29.

A. Forret, AW02, 45 Cdo RM, Feb 4.

P. J. Yates, Mne., 45 Cdo RM, Feb 15.

W. K. Reed, Mne., 45 Cdo RM, Feb 15.

J. MacDonald, MEM(L), CFM Rosyth, Feb 15.

M. N. Tufnell, CVO, DSC Capt(retd), Commanded HMS Brocklesby during St Nazaire raid. Served on planning staff for invasion of Sicily, later Staff officer Operations at Gibraltar. Post war naval attaché in Tokyo, commanded Decoy during visit to Leningrad and was naval adviser to Australian British High Commissioner Lord Carrington, Gentleman Usher to the Queen. Aged 79.

Sir Richard Janvrin, KCB, DSC Vice-Admiral. Awarded DSC for role as observer in Swordfish attack on Taranto from HMS Illustrious in which he was later severely injured when the carrier was dive-bombed off Pantelleria. In command Post war commanded Broadswold, Grenville, RN air station Brawdy, Victorious. Was successively Flag officer Aircraft Carriers, Dep. Chief of Naval Staff, Flag officer Naval Air Command. Aged 77.

M. J. McCaffrey, ex-ERA, apprentice in Howe Division, Rosyth 1943-46. Aged 65.

W. R. Hargreaves, ex-CPO Stoker. Served in HMS Manchester when sunk on August 14, 1942.

The deaths are reported of the following members of the Algeirines Association:

Cdr. R. W. Davies (Espiegle), AB E. Bryant (Wave), AB J. Gaynor (Tanganyika) and Stoker PO Harry Jakes (Orestes).

D. Perrins, ex-879 Sqn FAA and HMS Attacker.

D. D. MacFarlan, Lieut.-Cdr. MBE (retd), Served in Arrow, Bermuda, Cleopatra, Froisher, Fury, Hereward, Leander, MGBs, Packenham. Commanded HMS Helmsdale and was after retirement for 15 years Naval Staff Author for ASW Publications in HMS Vernon. Aged 76.

J. Gorman, ex-CERA. Served 1952-66 including Birmingham, Lion, Belfast and Blackwood. Aged 56.

D. A. Renny, Cdr. Upper Yardman. Served in HMS Vanguard and HM Submarines. Aged 67.

B. Goulding, ex-PO Coxswain of MTBs and MLS.

S. Saunders, member of Tribal Class Association, served in HMS Tartar, on convoys to Russia and Malta and later in the Pacific.

J. Herrett, ex-CPO PTI, former Nore Command and RN Boxing Champion. Member of London and Medway RNPTBA. Aged 75.

Lieut. P. Whitehead, RNVR. Member of

HMS Auckland (Tobruk 1941). Aged 73.

H. France, ex-CPO GI. Served in HMS MAnxman and HMS Valiant. Member of Ganges Association.

M. Butcher, served 1939-53. Member of HMS Edinburgh Association. Also served in HMS Norfolk, HMS Aphis and later in minesweepers.

P. S. Jakes, ex-POMEM(M), served 1975-88. Served in Hermione, Dido, Arethusa and Minerva. Aged 34.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

T. Jones, Redruth and Cambourne. Ex-Submariner, also area welfare officer SCA.

D. Polley, Redruth and Cambourne. Ex-FAA.

N. Clark, Redruth and Cambourne. Ex-CPO FAA.

R. Benham, Didcot. Survivor HMS Trollope.

F. Fisher, founder member and treasurer, Salford.

S. J. Hutton, ex-RM, Kidderminster. Aged 71.

A. Coney, Ferndown. Ships include HMS Defiance, Talisho, Adamant, Lanza, Vallure, No 5 Matru. Aged 68.

H. A. Brown, Great Yarmouth. Former member RN and Metropolitan Police.

M. McCaffrey, founder member and welfare officer, Great Yarmouth.

E. Stratford, life member Portsmouth. Aged 84.

F. W. Price, Portsmouth.

D. Weeden, Portsmouth. Also chairman Royal British Legion and member Burma Star Assn. Aged 69.

L. F. Cuthbert, City of Ely. Aged 63.

G. Dunsby, Bridport. Aged 72.

G. Turnbull, Cdr. (retd), first president Scarborough. Member Icarus Assn. Aged 84.

G. J. Hunt, Wittering and District. Former chairman Chichester. Aged 67.

W. Rowe, Bicester. Served in HMS Eagle. Aged 73.

A. G. Marflett, ex-CPO submariner, Princess Risborough. Aged 64.

K. Barker, Skipton and District. Served 1945-47 in HM ships Buchan Ness, Highflyer, Terror. Aged 65.

F. Callaghan, ex-CPO coxswain, Bude.

A. W. Lea, founder member and vice chairman, Wisbech. Served in HMS Teazer and minesweepers, 1943-46. Standard bearer Royal British Legion and commanding officer Wisbech Sea Cadets.

H. Discombe, ex-AB, Swansea. Five years' wartime service in HMS Rodney. Member HMS Rodney Veterans Association. Aged 80.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth.

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Vanessa (41), Chertsey, Surrey. Julie (20), Chingford, London. Anna (18), Crawley, Sussex. Sue (22), Yeovil, Somerset.

Cassandra (17), Bognor Regis. Melody (20), Cambridge. Lee (36), Nottingham.

Tania (25), Ilford, Essex. Su (27), Spalding, Lincs. Julie (33), Hinkley, Leics.

Linda (34), Bootle, Liverpool. Diane (20), Barnsley, Yorks. Audrey (35), Cheltenham, Glos. Jo (35), Plymouth. Lisa (23), Willenhall, W. Midlands. Kathy (47), Bournemouth, Dorset. Kerry (17), Plymouth. Sarah (22), Spondon, Derby. Jane (24), Wellington, Northants. Julia (35), Plymouth.

Margaret (30), Govan, Glasgow. Maria (29), Doncaster, Yorks. Sarah (20), Greenford, Middx. Jackie (32), Gillingham, Kent. Chris (37), Southsea, Hants. Julie (24), Southport, Merseyside. Jayne (31), Basford, Notts. Michelle (16), Thamesmead, London. Simone (16), Weston-super-Mare. Dee (20), Alton, Hants.

Clare (16), Woolwich, London. Caroline (24), Ross-on-Wye, Herefordshire. Melanie (16), Weston-super-Mare. Helen (36), Weston-super-Mare. Lynne (23), Stevenage, Herts. Heather (38), Blackburn, Lancs. Julie (22), Barking, Essex. Carol (21), Gosport, Hants. Zenna (17), Rotherham, Yorks. Donna (31), Warley, W. Midlands. Karina (21), Melksham, Wilts. Jane (25), Gosport, Hants.

Joan (47), Melksham, Wilts. Kerri (19), Congleton, Cheshire. Annette (43), Paignton, Devon. Judith (18), Crawley, Sussex. Jane (50), Cheltenham, Glos. Karen (26), Chertsey, Surrey. Susan (28), Gosport, Hants. Mandi (18), Congleton, Cheshire. Angharad (18), Swansea. Janet (24), Newport, Gwent.

Tina (23), Milford Haven, Dyfed. Inga (28),

Slough, Berks. Pamela (41), Broadstairs, Kent. Jane (20), Birmingham. Anne (27), Birmingham. Lynn (39), Bloxwich, W. Midlands. Kate (18), Wiveliscombe, Somerset.



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Andrea

ANDREA Fairclough is the 23-year-old daughter of Donald Fairclough (72), a former Leading Stoker who served in the Royal Navy from 1939 to 1946.

Andrea suffers from Hydrocephalus Achondroplasia, is blind in one eye and partially deaf, but despite these problems, she has shown the ability and desire to learn, having attended the local further education college. In addition, she spends some time helping out at Highfield, the local rest home. She is very keen on computing but because of her sight problems she requires extra help.

By chance, on a visit to the Low Vision Unit at her local hospital, it

was found that she was able to read with the aid of CCTV equipment.

Tom Clark, the local Divisional Secretary of SSAFA, heard about Andrea's problems and needs and approached a number of organisations including the Royal Naval Benevolent Trust, whose Grants Committee were more than pleased to help with the sum of £500 towards the electronics reading system.

NEW PATRONS

At a specially summoned meeting the Royal Naval Benevolent Trust's Central Committee resolved that two former Directors of Greenwich Hospital, Mr. M. G. Power and Mr. K. G. Pritchard, be invited to become Vice Patrons of the RNBT. This honour is a mark of the deep and sincere appreciation of their invaluable services in furtherance of the beneficial objects of the Trust and in recognition of their great personal interest in the welfare of serving and ex-serving members of "our Naval Forces" and their widows, orphans and dependants in need and distress throughout their period of office as the Directors of Greenwich Hospital.



Photo by the Lancashire Evening Post

On speaking terms again!



ROBERT Johnston is an ex-Chatham-based rating whose wartime service took him to many distant ports and conflicts with the enemy. He has many bizarre and funny recollections of events during his service, but despite all the horrors of war his memories of the humour and comradeship are what he claims still make our seamen the finest in the world.

Robert has been married to his wife, Williamina, for 54 years. Unfortunately, she suffered a stroke in 1986 which affected her voice resulting in her speaking very quietly, so Robert finds it very difficult to understand what she is trying to say. Shortly after her stroke Mrs Johnston was also diagnosed as suffering from Parkinsons Disease and has great difficulty with her walking.

Robert is a very caring husband but communicating with one another was very difficult and frustrating for both Robert and Williamina. A speech therapist at a local hospital was of the opinion that a special voice amplifier would be a solution to the problem and an approach was made to the Honorary Secretary, SSAFA, for Mr Johnston's area who in turn contacted the RNBT. RNBT Committee made a grant of £240.00 to cover the cost of the voice amplifier and now Robert and his wife are back on speaking terms.

Picture: Robert and Williamina with a SSAFA worker demonstrating the voice amplifier.

Fond farewell for Eric

AFTER ten years as Administrator of Pembroke House, RNBT's Home for Aged ex-Naval Men at Gillingham, Kent, Eric Lavender has retired from the post.

Eric, an ex-Royal Marine himself, was presented with a farewell gift, as thanks for the great service he has given, by the First Sea Lord, Admiral Sir Julian Oswald at the Trust's Annual General Meeting at the Drapers' Hall in London.

Picture: Eric Lavender, and his wife Verity, with Admiral Sir Julian Oswald at the Drapers' Hall.

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Navy medics get the treatment

IT was trial by fire and trial by water for teams from the RN Medical School, HMS Daedalus and the Aberdeen University RN Unit, when they left their usual seats of learning to take up new challenges.

Three lifeboat crews from the Whitstable station took part in the annual Dan Davies Trophy Competition (named after the lifeboat station's first doctor), a challenging test for their seamanship and first-aid skills. They were supported by ratings from the RN Medical School, who acted as casualties with injuries ranging from broken legs to severe head injuries, all made-up to appear extremely realistic.

Personnel from the Medical School have been aiding the Whitstable lifeboat since 1971 and this is believed to be the only formal link between the RNLI and the Royal Navy.

Meanwhile, three students from Aberdeen University's medical school got down to some serious work at the Navy's Fire School at Rosyth, during their one-day fire-fighting course.

All three, Honorary Midshipmen Andrew Curphey and Raj Jutley and Surg. Sub-Lieut. James Denholm, are keen to become doctors in the Royal Navy, with James already a step ahead of his colleagues, having recently been awarded a medical cadetship.

The University RN Unit has a total of nine medical students, all of whom take advantage of weekends at sea in the fast training boat HMS Archer for a break from their studies.

Photographs:

Top — One of the Whitstable lifeboat crews competing for the Dan Davies Trophy.

Left — AEM Chattenton acts a casualty with a broken leg.

Centre — Firefighting smiles from Aberdeen University RN Unit, left to right, Mid Andrew Curphey, Surg. Sub-Lieut. James Denholm and Mid Raj Jutley.

Below — Undergrads in action at the Rosyth Fire School.



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Chessmen check in now

CLOSING date is nigh for entries in the Combined Services Chess Championship, taking place in HMS Sultan March 18-22. RN/RM personnel and MOD(N) civilians wishing to take part have until March 4 to register. Contact CPO R. F. Smith (Sultan ext. 2413) or CPO Eland (Dolphin ext. 41172).

Argyll planting



COMMANDING Officer of HMS Argyll, Capt. Peter Jeffery plants a tree, assisted by painting competition winner ten-year-old Tony Crocker, at the opening ceremony for a new Safeway store in Plymouth.

The Argyll Group, owners of the Safeway store chain, adopted HMS Argyll when she was commissioned two years ago and since then regular sporting fixtures, exchange visits and social events have taken place.

Also in the picture, right, are the Lord Mayor and Lady Mayor-ess of Plymouth, Cllr. and Mrs. Ron Simmonds, with the store's general manager, Mr Geoff Wright.

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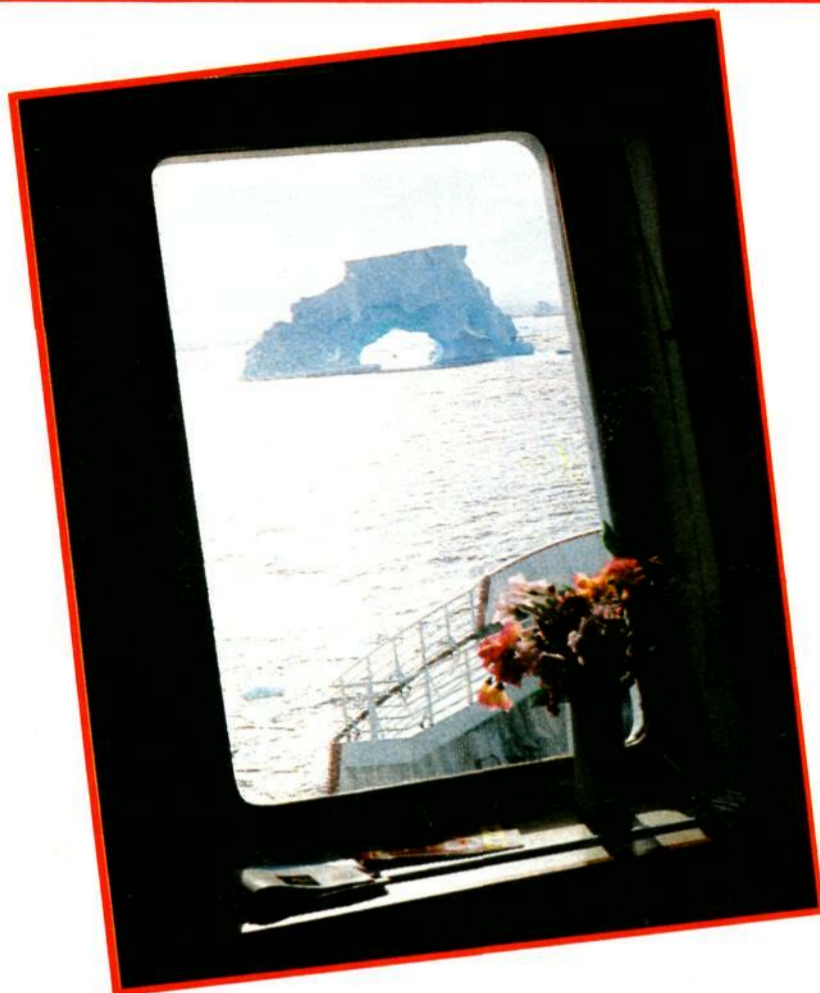
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LRO(T) Pete Butt found himself in the right place at the right time to capture one of the last firings of HMS Hermione's Sea Wolf missiles while she was serving in

the Gulf. The picture won him second prize in the RN/VSEL competition. (For the winning picture by Cpl. Tony Murray RM see page 3).

NEW DAILY RATES OF PAY

Examples of the new naval daily rates of pay from April 1 are as follows:

General and Supplementary List officers (on promotion and top rates): Captain, £119.72 — £146.85; Commander, £102.79 — £113.63; Lieut.-Cdr, £73.27 — £87.81; Lieut, £58.14 — £67.58; Sub-Lieut, £34.55 — £49.28; Midshipman, £24.25 — £30.14.

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Special Duties List officers with 15 years' rating service: After eight years, £77.78; after three years, £73.56; on appointment, £70.39.

In the following four categories the figures given are for the Uncommitted rate. For Intermediate and Career rates add 30p and 75p respectively.

Royal Naval and WRNS Sea Service Artificers, Medical and Communications Technicians (Uncommitted rate): WO, £66.89; CCPO, £63.25; CPO(A), £60.82; CPO(B), £58.49; PO, £51.31; APO, £48.94; 4th Class Tech, £42.86; Leading Art, £40.19.

Royal Navy, WRNS other branches and QARNNS MAs (Sea Service) (Uncommitted rate): WO, £61.19; CPO(A), £53.15; CPO(B), £52.19; PO(A), £47.54; PO(B), £46.69; LR(A), £42.86; LR(B), £40.19; AB(A), £34.34; AB(B), £32.27; AB(C), £28.13; Ord(A), £23.52; Ord(B), £21.62.

Royal Marines (GD, Tradesmen and Musicians) (Uncommitted rate): WO1, £61.19; WO2, £57.74; CSgt(A), £52.47; CSgt(B), £51.44; CSgt(C), £50.42; SGT(A), £47.54; SGT(B), £46.69; SGT(C), £46.28; CPL(A), £42.86; CPL(B), £40.19; CPL(C), £37.76; MNE1(A), £34.34; MNE1(B), £32.27; MNE1(C), £28.13; MNE2(A), £23.52; MNE2(B), £21.62.

QARNNS and WRNS (Non-Sea Service) (Uncommitted rate): WO Band 7, £66.89; CPO(A) Band 5, £50.54; CPO(B) Band 5, £49.45; PO(A) Band 5, £47.15; PO(B) Band 5, £46.23; LDG(A) Band 2, £42.86; LDG(B) Band 2, £40.19; AB(A) Band 2, £34.34; AB(B) Band 2, £32.26; AB(C) Band 2, £28.13; Ord Band 1, £21.62.

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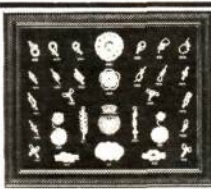
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Sport



Promotion beckons

THE WAVE of success with which the RN senior volleyball squad ended 1992 has continued, with victories over Portsmouth, Torrey, Isle of Wight, Plymouth and Surrey Giants elevating the team to second in the league.

Prospects for promotion, with only two league matches left, are very good indeed and competition for team selection is proving hot.

In the latest match against Plymouth and Surrey Giants, the RN were taken to five sets by both opposition teams: each of whom took their fourth sets 17-15. However, the Navy's will to win and some excellent hitting provided the winning formula.

With most of the senior team on tour in Hong Kong it seems the juniors will provide the backbone of a weakened team for the final match of the season.

The result will be crucial as it could clinch promotion — a real confidence booster before the Crown Services and Armed Services matches in May.

GIB LIFT

CPOPTs Bobby Fung and JJ Jones were delighted to accept a cheque for £300 from Gibraltar Motorways, sponsor of HMS Rooke's Sports Personality of the Year competition. JJ has now taken over from Bobby at the Gibraltar Services Recreation and Adventure Training Centre for a two-and-a-half year draft.

PTs STAND THE HEAT



A GROUP of RN and RM Physical Trainers spent two days at the studios of Central Television in Nottingham helping as officials in the production of a pilot for a new show called "Body Heat".

If the idea wins approval from the network, 13 episodes will be made. Body Heat takes the concept of total fitness and sets out to find the fittest man and woman in Great Britain.

RN co-ordinator for the project, Lieut.-Cdr. Andy Gregory, said the Navy's "Redcoats" made quite an impression on the CTV and Action Time TV organisations.

As you can see from the photo, they also impressed the comperes of the show. Gary Lineker was his usual sporting self, while his wife, Michelle, was swept off her feet, Andy later reported.



Wheelchair Games set for summer

STOKE Mandeville is to host the first International Ex-Service Wheelchair Games between July 10th and 16th. Thirty-eight nations will be represented by ex-Service athletes who, through conflict, accident or misfortune, are now confined to wheelchairs.

Among the 400 already to sign up for the Games are top international athletes and the organisers, the Royal British Legion and the International Stoke Mandeville Wheelchair Sports Federation, hope to see world records broken.

Legion president General Sir Edward Burgess said, "... on the track, in the pool or in the sports halls, the athletes will be demonstrating the sporting skills they have developed to fight a common enemy — disability."

"By bringing together ex-Service people from so many countries, the Games will also create an atmosphere of reconciliation in this troubled world."

Former Royal Navy diver Mike Marten, who was injured in a water skiing accident, will be lining up in five disciplines — slalom, javelin, archery, weightlifting and table tennis.

Above: Former champion boxer Henry Cooper (far right) and Good Morning TV weather presenter Emma Jesson try to keep hold of a "Golden Wheelchair", donated by Action Technology, which is destined for the athlete who best embodies the spirit of the Ex-Service Wheelchair Games. Trying to wrest it from their clasp are Mike Marten (ex-RN diver), Terry Hopkins (ex-Army Air Corps and Barcelona gold medalist) and Anne Peskey (ex-Army).



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Sport

SW COUNTIES CUP

Unbeaten and into the final

THE NAVY football team began in confident mood against the Civil Service following their performance against the Met Police and POWEA Steve Johnson and POPT Nick Haigh both went close to scoring in the opening minutes. *writes Lieut.-Cdr. Jim Danks.*

But it was rather against the run of play when Johnson was on hand to punish the Civil Service keeper's only mistake; when he dropped the ball in the goalmouth Johnson had an easy task to put the Navy ahead. Paul Gibbons nearly increased the lead but his header rebounded from the bar.

The Civil Service began to exert more pressure and they were rewarded when, from a Fairclough corner on the right, skipper Steve Mallett rose unchallenged to head home the equaliser in the 65th minute. Despite some good play by both sides, the forwards were unable to penetrate the defences and the game ended in a 1-1 draw, a scoreline which did not reflect the endeavour of both teams to play attractive football on a wet pitch.

The Royal Navy travelled to Dawlish to meet Devon in their second match of the South West Counties Championship and a determined performance saw them produce their best display of the season to win an exciting match by 2 goals to 1. After Haigh (Raleigh) had gone close in the early exchanges it was Devon who took an early lead. An innocent-looking cross bounced away from keeper CPO David Howard (Neptune) and Leonard was on hand to punish the mistake.

This reverse seemed to sting the Navy into action and after Paul Edwards of Bideford had saved one long-range shot from POAEA Chris Long, he was unable to get a hand to a better shot from Long which was struck from 30 yards, a deserved equaliser. In a hectic five minutes to half-time, both Nigel Thwaites and Chris Fairey were near to increasing the Navy's lead but were thwarted by Edwards.

It was the opportunism of Nigel Thwaites which led to the Navy taking the lead in the 62nd minute. Edwards was forced to kick clear following a back pass and Thwaites was first to the ball. He raced to the bye-line and crossed the ball into the box where Steve Johnson met it perfectly and slotted home his shot at the near post to put the Navy ahead 2-1, with goal of fine quality.

The Devon side were not prepared to accept this set back but despite making two substitutions could not break down a resolute Navy defence. With time running out, Devon had two chances but as the final whistle went it was a relieved Navy team which maintained their unbeaten run in the competition. The staff at Dawlish Town F.C. are to be congratulated on preparing such a good

pitch following a week of rain prior to the match.

Somerset County F.A. paid their first visit for three years to Portsmouth and provided a stern test for the Navy team. Both teams found difficulty controlling the ball on a bumpy pitch which had not fully recovered from the RN v Cambridge University rugby match played the week before. Despite good early pressure the Navy forwards were held at bay by Chris Sugar who marshalled his defence well, but on occasions they were stretched by the penetrative left-wing runs of Nigel Thwaites.

It was in the 40th minute after he found space on the left side of the goal that Thwaites crossed the ball into the goalmouth where Paul Benson collected it and scored from 12 yards. Three minutes later Chris Long kept up his goal a game in the championship, with a close-range effort this time and the Navy completed the first half with a 2 goal lead.

The Navy then found themselves struggling to maintain their shape. Indeed it was not surprising when Somerset reduced the lead following some sloppy defensive work, Chris Fairey and Jason White allowing a shot to squeeze in at the near post, and set up an exciting last 10 minutes. Somerset gave Jason Matthews, their youth goalkeeper, his first taste of Senior football and his brave dive denied Paul Benson the chance to make the game safe for the Navy in the last two minutes. At the end of a well-fought match the Navy ran out winners by 2-1 to retain their unbeaten record in the championship.

LATEST: In their final fixture of the SW Counties Competition, the Navy remained unbeaten, drawing 1-1 with Hampshire, and so finished as winners of their group. The Navy will now meet the Army or Cornwall in the final.

Revised fixtures: Inter-Service match with RAF now to be played on Tuesday, March 9th at Cosford (1430 kick off); March 16th v Prison Service at Burnaby Road, 1415; March 24 v Army — final match in the Inter-Service Competition this season. Support will be most welcome as the RN go for a hat trick of titles (ko 1930).

Inter-Services Youth Match: Aldershot Military Stadium on March 6th, kick off at 1100, Royal Navy Youth play the Army Youth.

Combined Services F.A. v Diadora League XI at Aldershot: In their final match prior to playing the Netherlands Combined Services in the Kentish Cup, the CSFA produced a good all-round performance to win by 2-0 with goals from Bdr. Bates and LAEM Nigel Thwaites. Other RN players in the team were POPT Steve Riley, POWEA Steve Johnson and LAEM Chris Fairey, who was making his first appearance in the team.

MIXED FORTUNES ON TWICKENHAM ROAD

A BAG of mixed fortunes has greeted the Royal Navy rugby team in their preparations for the annual encounters with the Army and RAF in the Inter Service Championship during March, *writes Capt. Bob Fletcher RM.*

Sound teamwork coupled with some individual flair signalled good fortune in the games against Oxford and Cambridge Universities resulting in comfortable wins. However, the matches against Cornwall and Exeter exposed weaknesses in defence and suspect handling under pressure, which resulted in both games being lost.

Do not despair. I can reassure all our readers that come March 13 at Twickenham the Royal Navy team will take the field intent on wreaking havoc

on their Army counterparts.

RN results to date: v Hampshire 28-15 (W), v Civil Service 24-6 (W), v NZ Combined Services 6-28 (L), v Oxford University 14-8 (W), v Cambridge University 13-5 (W), v Cornwall 13-23 (L), v Exeter 8-16 (L).

THIS month saw the departure of PO Bobby Penfold to Naples on a two year posting to run a sports and leisure complex for Service families. At the age of 35 he is retiring from competitive rugby after 12 years of wearing the Navy shirt at

Twickenham.

Since 1981 he has amassed no less than 17 Royal Navy representative caps and played for the Combined Services against four international touring sides, including Australia twice — in 1981 and 1988. Although primarily a wing threequarter, he has the distinction of having worn the blue shirt in every back position.

Over the past two seasons he has ably assisted in the preparations for Twickenham as a member of the coaching staff, an involvement he intends to renew on his return from Italy.

Emphatic win for RN anglers

TO GET the best from the neap tides at Browdown Beach, Gosport, during the Eighth Inter-Service Shore Sea Angling Championship, angling times were set at 2300 to 0500 for the first night and 2359 to 0600 for the second.

The first night's catch led to a spectacular win for the Royal Navy with seven team members in the top ten. Pouting and rockling were the main fish caught, with some bass, whiting and a Thornback ray.

Poor cod and another ray were landed during the second night, along with more pouting, rockling and whiting. The weigh-in was very much a repeat of the previous morning; the

Navy team improving their already impressive lead.

Again, our top angler was LSA Mick Corran (Unicorn), responsible for catching both rays. Mick's total catch of 7lbs 6oz easily secured him the individual championship. In second place was CPO Phil Lambert (Centurion) with 3-09-08, third was CCPO Dave Tilley (Intrepid) with 3-00-00 and in fourth position was Sgt Steve Pope (HQ and Sig. Sqn. RM) with 1-14-08.

The Royal Navy team emphatically saw off the challenge from the other two services, winning the title with a catch of 23-04-08 over the two nights. The Army came second with 9-07-08 and the Royal Air Force third with 7-05-00.

U25s SEIZE SQUASH CROWN

FOR THE first time since the competition began in 1980, the Royal Navy's Under 25s have won their event in the Inter-Services Tournament, which fittingly was hosted by the Senior Service at HMS Temeraire.

Congratulations to the team — S(R) Graham Linfitt (Manchester), MEM Rick Edmunds (Andromeda) capt., LA Craig Robinson (Osprey), Sub.-Lieut. Graham Mitchell (Dryad), PMT Dave Innes (Haslar), and WEM Simon Turner (Cochrane) — and to their manager, Lieut.-Cdr. Mike Farrage, who is retiring after three years in

charge.

There was a wonderful atmosphere for the finale of the U25s event. Linfitt lost 3-2, Innes won 3-2, Robinson won 3-2 and Mitchell lost 3-2. Whether the Navy or the RAF would take the title depended on the No. 2 seeds — the skilful Edmunds for the RN against the very fit RAF man, Dick Edmunds took the match 3-2.

In the senior event the Navy was represented by Lieut. Robin Young (Nelson), CPO Stuart Walters (Vanguard), LWtr Jason Youdale (Cochrane), POPT Ian Binks (RNSLAM) capt., and Sgt. Ken Pearson (40 Cdo). Only Navy winner of the 4-1 defeat by the Army was

Youdale, who produced a magnificent display to win 10-9 in the fifth game.

Against reigning champions the RAF the Navy went down 5-0 — again stronger opposition held the day. Youdale was again the Navy's best performer. The RAF beat the Army 4-1 to take the championships for the sixth year running.

Lieut.-Cdr. Alex Johnstone (MOD), Cdr. Richard Pelly (MOD), Lieut.-Cdr. Nick Alves (Centurion) capt., Cdr. Dick Lindley (MOD), Capt. Mike Sauvage (FOSF) and CPO Dave Cummings (Dolphin) were the Navy veterans. Wins for Pelly and Sauvage and de-

Chief holds on to title

AFTER two days of vigorous and enthusiastic competition at the RN Badminton Championships at HMS Sultan the honours were shared equally between newcomers and old stagers.

The men's singles title was retained by CPO Ted Hill (Daedalus), who beat Lieut.-Cdr. Geoff Rowlands (Seahawk) in the final. But Ted and Geoff as a pairing were defeated in the men's doubles final by WO Richard Wiseman (Collingwood) and newcomer Sub-Lieut. Nigel Artingstall (Seahawk). Geoff did, however, go on to win in the mixed doubles championship partnered by LNN Helen Cauldwell (Haslar).

Outstanding

Helen proved the outstanding lady player, winning the ladies singles title over POWren Chris Phillips (Daedalus). With LWren Tracy Gates as her partner she also enjoyed victory in the ladies' doubles. They beat Phillips and CWren Margaret Dixon (MOD) in the final.

The restricted men's doubles event was won by CPO Archie Freebairn (Haslar) and WEM Frisbey (Collingwood), while the under 25s singles title went to MEM Paul Watling (Sultan).

feats for Alves and Lindley left the match against the Army tied before No. 1 seeds Johnstone and Capt. Broad played. In a thrilling match lasting well over an hour Johnstone ran out 3-2 winner.

Alves was injured for the match against the RAF and his place was taken by reserve CPO Dave Cummings. The only Navy winner this time was Johnstone as the side slipped to a 4-1 defeat.

In the final match the Army beat the RAF by 4 ties 1 which left all three teams level. On a countback of wins the Army were crowned as champions.

Lucky 13 for Chris

LEIUT.-Cdr. Chris Robison (Gannet) made it 13 wins in a row in the RN Cross County Championships but he had to work hard to overcome an in-form Mne. Gary Gerrard (CTCRM) on the Brickfields course.

A breakaway group of Robison, Gerrard, Sgt. Terry Pares (42 Cdo) and Mr. Scrivens (guest) quickly pulled away on the first small lap, with CCMEA Graeme Riley (Sultan) and Lieut.-Cdr. Dai Roberts (Monmouth) working hard to close the gap.

Robison and Gerrard gradually edged away from the chasing group and Robison made a decisive break on the second large lap. A committed effort on the long Park Hill opened a 25-second lead which Gerrard was unable to close. Gerrard finished a clear second and Roberts confirmed his good form of late by finishing a strong third.

In the team competition a mix-up over the eligibility of athletes denied the Marines a victory and in a very close competition the Portsmouth side just beat Naval Air Command.

Wren Emma Craig (Culdrose) totally dominated the

women's competition winning by over three minutes. The minor placings produced a good race with Sub.-Lieut. Doucet (RM, Plymouth and Thames) second and Lieut. Lucas (Air and Scotland) third. Air and Scotland won the women's competition.

AEM Adam Mead (Culdrose) was equally dominant in the junior competition leading from gun to tape. MEA Dan Halsey (Sultan) had a good run in second place and along with WEA Clark (Collingwood) in third place led the Portsmouth team to an emphatic win.

The Vets competition was run within the senior men's event and produced a close race with CPO Colin Litson (Drake) just beating WO Roy Dodwell (Sultan) in second and WO Lovatt (FOSM) in third. WO Dodwell had the consolation of leading Portsmouth to third third team title of the day.



Ambuscade parade

FOLLOWING the cancellation of a rugby cup game against HMS Marlborough due to poor weather, HMS Ambuscade had a rethink on sporting activity and entered the Plymouth Command cross-country championships.

Mustering the minimum six runners, the Ambuscade team tackled the six-and-a-half mile course with trepidation and incredulity that people in their thirties should be doing this for fun! After five laps of varying lengths of Brickfields Sports Ground the race was complete and the prizes were presented.

RNEC Manadon strolled in to win the championships with all their first six runners coming higher than 13th. But to their delight, the Ambuscade runners won the ships' competition, beating eight other vessels.

Five of Ambuscade's runners are pictured above: (standing from left) LREG Tex Marshall, Lieut. Mark Stuttard and CPO Paddy O'Toole, and kneeling, RS Mark Rowan and Lieut.-Cdr. Gareth Hughes. The sixth man, CCPO Dave Flynn, being used to running longer distances, kept on going and ran all the way home for his tea.

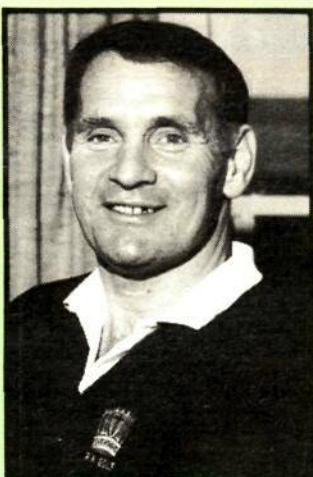


WEST GETS IT WRIGHT

LOCAL Acting CCWEA Don West is this year's winner of the Brian "Shiner" Wright Trophy — awarded to the Royal Navy's "Golfer of the Year".

Don (CFM Rosyth), who has been a regular member of the Navy team since 1986, received the award for his loyalty and dedication to the side, not to mention his playing ability — at the age of 49 he came third in the Navy Championships!

The Brian "Shiner" Wright Trophy was inaugurated in 1991 as a tangible memorial to WO Brian Wright, a Royal Navy golfer who died at the peak of his golfing career.



Navy yacht single Brit in reborn Cape to Rio race



SKIPPERED by Cdr. Tony Higham, the Royal Naval Sailing Association's entry in the resurrected Capetown to Rio de Janeiro yacht race was the chartered 43 ft craft "3 Jumps Ahead". The race is a classic 3,600 mile blue water passage across the South Atlantic, much of it in the warm south-easterly trade winds, between reputedly the two most beautiful ports in the world.

This was South Africa's first major international event since being accepted back into the world sporting community and hospitality was showered on the crew of 3 Jumps Ahead, the only British entry.

Over a million people watched the start of the race. In near gale force conditions the Navy yacht, with Lieut.-Cdr. Rick Hanslip at the helm, made an outstanding start and was second over the line after the gun fired.

After two days at sea there were broken rudders, booms and sails for several members of the 82-strong field, but the experienced RN crew managed to keep their boat intact. As the race proceeded the leading maxi-sized yachts kept the wind, whereas light winds plagued the medium-sized boats.

During this period new technology in some of the yachts was used to good advantage. Lieut. Mickey Broughton, navigator of 3 Jumps Ahead, employed an array of two GPS systems, satellite infra-red imagery of cloud formations, weather-fax and a powerful computer to tie it all together.

After 24 days at sea the RN team arrived in Rio to finish halfway in the fleet. This was deemed a very creditable performance bearing in mind the quality

of the competition and the fact that 3 Jumps Ahead was chartered at the last minute to replace the original choice, a larger and more competitive yacht. All concerned agreed the venture had been a great success and that the 1996 Cape to Rio race was now an exciting goal for which to aim.

After changing crews, the yacht is now on her way back to Capetown with another RN team challenging the lonely waters of the South Atlantic.

Most generous support from the following organisations enabled the project to go ahead: the Royal Naval Sailing Association, Baring Brothers, RN and RM Sports Control Board (Sports Lottery), BAe-Sema, GEC Scotland, Dowty Maritime and Marlow Ropes. All have the grateful thanks of the participants.

Left: 3 Jumps Ahead at speed just after the start of the race at Capetown. CPO Vicki Bonnett is trimming the spinnaker.

Picture: Capetown Argus

Above: The crew on board, front row l-r — Lieut. Roger Guy, CPO Vicki Bonnett; back row — Lieut. Paul Methuen, Lieut. Keri Harris, Lieut. Mickey Broughton, Lieut.-Cdr. Rick Hanslip and Cdr. Tony Higham. Sub-Lieut. Tim Johnson is not shown.

Landmark tenth victory for Army boxers



WITH A 7-3 win over the Royal Navy at HMS Nelson, the Army claimed their tenth successive Inter-Service Team Championship title... and there were no hard feelings. At the end of the match the Navy squad made a surprise presentation of an engraved silver salver to retiring Army coach Mick Gannon, who guided his team to the historic achievement.

The presentation was made by Navy coach CPO Tony Bevel, who is also retiring later this year. He said: "To coach the team to ten championships is a marvellous achievement by a great bloke. He will be a tremendous loss, not only to Army boxing, but to Service boxing in general."

Winners

The Navy wins were by featherweight Mne. Vince Manley (who beat Pte. R. Basford on points), welterweight

Mne. Trevor French (who beat LCpl. C. Whittaker on points) and heavyweight Cpl. Steve Fulthorpe (who beat LBdr V. Jones on points).

Navy flyweight Lennie Woodcock was unlucky not to get a verdict over his Army opponent, Fus. Dale Duncan. He put up a gallant performance.

Results

Other results: Bantamweight, Fus. D. Greenslade bt WEM John Eccles ko1; lightweight, LPL V. Powell bt Mne. Andy Calpin rsc1; welterweight, Spr. J. Bhujel bt Mne. B. Horner pts; light middleweight, Cpl. C. Bessey bt Mne. Ian Thompson pts; middleweight, LCpl. L. Innes bt LWtr Ian Cummings pts; light-heavyweight, LCpl. J. Ollerhead bt AB N. Mabbutt rtd2; special light-welterweight, Pte S. Boreham bt Mne. Andrew Screen pts.

Fortunes had been the other way round when the Navy took on the RAF at St Athan and came away with a 7-3 win.

All the Navy's victories came

from points decisions — Screen (light welter), French (welter), Thompson (light middle), Cummings (middle), and Fulthorpe (heavy) all taking the referee's verdict. Flyweight Woodcock and lightweight Andy Calpin both had walkovers.

The three losses came in the light-heavyweight bout (where Paul Davies in only his third fight lost to the experienced John Gosling), and the bantamweight and the featherweight bouts, in which Eccles and Manley lost out on points decisions.

Left: Cpl Steve Fulthorpe gets the decision over Army heavyweight LBdr V. Jones. Fulthorpe also beat his RAF opponent two weeks earlier.

Picture: LA(Phot) Mark Histed

Coming up: March 3/4 Combined Services Individual Championships at HMS Nelson. 1930 start. Tickets £3 at the Main Gate.

March 18 CSBA v Western Counties at Torquay.

New hall at Vosper

SHIPBUILDERS Vosper Thornycroft are to invest over £2m in a new ship-building hall at their Woolston yard.

Scheduled to be in use by January next year, it will be used to build and fit out ship sections up to 75 tonnes which can then be moved on to the main building berth for completion.

James hits the right note

THEY like to recruit them young in the Royal Marines and it appears bandsmen are no exception.

"Bugler" James Blackburn, pictured right, was one of several schoolchildren from Cumbria who were invited by the RM School of Music, Deal, to improve their musical skills and take advantage of some personal tuition in their individual instruments.

The standard of entry into the School of Music is now very high so these "bandies" of the future had to work hard to impress their tutors — as can be seen by the expression on Band Cpl Stephen Young's face!

Picture: PO(Phot) Tel Harding

Royal look to Liverpool date

ALL THE leading members of the Royal Family will be taking part in the events to mark the 50th anniversary of the Battle of the Atlantic at Liverpool at the end of May.

The Queen will be in the city on Friday May 28 when she will officially open the Merseyside Maritime Museum, visit Liverpool Football Club and meet veterans from the battle that spanned the whole of the Second World War, but which is seen to have reached its turning point in May, 1943.

She will also hold a reception on HMY Britannia, which two days earlier will have embarked the Duke of Edinburgh for a review of 40 warships from sixteen nations, plus ships from the Merchant Navy.

Wartime convoy

The Fleet Review off Anglesey, simulating a wartime convoy, will be the largest since the Silver Jubilee Review at Spithead in 1977.

It will launch a five-day programme of commemorative events in Liverpool, the city from which the battle was directed by Admiral Sir Max Horton as Commander-in-Chief Western Approaches.

These will include an hour-long air display by modern and historic aircraft; a march by over 2,000 sailors and veterans; a massed band concert; and a Service of Commemoration at

the Anglican Cathedral attended by the Prince and Princess of Wales.

Some of the 40 ships visiting Merseyside will be open to the public on the Saturday, Sunday and Monday of the Spring Bank Holiday weekend. A tele-

phone information line, giving regular updates on the latest plans for the event, is now in operation — ring 0891-88-1943. Mersey Ferries will also be offering special "Battle Cruises" around HMS Ark Royal — for further details ring 051-639-0609.

'Kuwait' Battle Honour

"KUWAIT 1991" is to be the Battle Honour awarded to RN units that took part in the Gulf War.

Defence Secretary Malcolm Rifkind, answering a written question from Gravesend MP Jacques Arnold said it would go to HM ships, RN Air Squadrons and RFAs which were "either actively engaged in operations against Iraqi forces or engaged in logistic support duties in the Central and Northern Gulf to the west of the meridian 51E at any time between 17 January and 28 February 1991."

Those qualifying are: HMS Atherstone, Brave, Brazen, Brilliant, Cardiff, Cattistock, Dulverton, Exeter, Gloucester, Hecla, Herald, Hurworth, Ledbury, London and Manchester.

RN Air Squadrons — 815, 826, 829, 845, 846 and 848. RFAs Argus, Bayleaf, Diligence, Fort Grange, Olna, Resource, Sir Bedivere, Sir Galahad, Sir Percivale and Sir Tristram.



NAVY PAY UP IN APRIL

IN LINE with Government's policy on pay restraint in the public sector, the Armed Forces Pay Review Body's 1993 report published last month made no recommendations on increases in the military salary.

As announced last November, all Service personnel, except those covered by the Top Salaries Review Body, will receive a 1.5 per cent rise, rates of additional pay going up by the same amount.

From April 1 a Lieutenant Commander's top of the scale daily rate of pay will rise to £87.81, a Seaman CPO(A)'s to £53.15 and an Ordinary Seaman(A)'s to £23.52.

Increases in accommodation charges are also limited to 1.5 per cent.

Payment of Council Tax, which replaces the Community Charge next month, will be made by the MOD to local authorities on behalf of all occupants of service accommodation. Individuals will be debited at average rates through their pay accounts.

Although no recommendations for change affecting the Royal Navy are made in the report, issues for further discussion include the introduction of an incremental system for Senior Ratings and a reserve band of flying pay effective from April 1 1994.

If this reserve band were introduced, recipients who had not been in a flying-related appointment for more than six years would have their flying pay cut by 25 per cent.

Separate Review Body reports on doctors and dentists will not be produced this year.

● New daily rates in full on page 29.

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Retreat from Sweden

PICTURED Beating Retreat while HMY Britannia was alongside in Stockholm is the Band of the Royal Marines.

At present she is steaming across the Atlantic with a busy programme ahead of her involving the Duke of Edinburgh and The Prince of Wales. She then returns to Portsmouth in April.

The event was part of a varied programme for the Britannia which included hosting foreign heads of government during the EC summit as well as a meeting of the Chiefs of Staff.

Picture: LA(Phot) Dave Hunt

